SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

50

To Take Effect Friday, July 9, 1937, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. C. GOODFELLOW,
Superintendent.

EASTWARD

SPARKS SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS							Distance from San Francisco	Time Table No. 50 July 9, 1937	Distance from Imlay	FIRST CLASS						SECOND CLASS
	566	564	562	560	102	606	48	14	318	28	88				21	317	9	27	101	49	605
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Mixed	Forty-Niner	Pacific Limited	Passenger	San Francisco Overland Limited	Passenger				Pacific Limited	Passenger	Fast Mail	San Francisco Overland Limited	Streamliner City of San Francisco	Forty-Niner	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday	Leave See Footnote	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily Ex. Sunday
Yard POWYTBK	10.10 PM	2.40 PM	8.45 AM	2.45 AM	10.45 PM	7.20 PM	**7.00** PM	5.35 PM	8.15 AM	5.45 AM	5.05 AM	246.2	TO-R SPARKS	138.1	s 12.25 PM	s **7.00** PM	s 8.05 PM	s 9.35 PM	s 12.55 AM	s 1.45 AM	s 6.35 PM
N S 85— 50 P	10.17	2.50	8.55	2.55	10.49	7.28	7.04	5.41	8.21	5.51	5.11	249.1	2.9 VISTA	135.2	12.20	6.54	8.00	9.30	12.50	1.40	f 6.27
50— 98 P	10.25	2.58	9.03	3.03		f 7.34	7.08	5.46	8.26	5.56	5.16	253.1	4.0 HAFED	131.2	12.15	6.49	7.55	9.25	12.45	1.35	f 6.19
50— 94 PW	10.33	3.06	9.11	3.11		f **7.49**	7.13	5.51	8.32	6.01	5.22	257.3	4.2 DITHO	127.0	12.10	6.43	**7.49**	9.20		1.30	f 6.11
50— 79 P	10.41	3.14	9.19	3.19	11.01	f 8.00	7.18	**5.57**	8.38	6.07	5.28	262.1	4.8 TO CLARK	122.2	12.04 PM	6.37	7.43	9.14	12.35	1.24	f **5.57**
83— 50 P	10.50	3.22	9.27	3.27		f 8.07	7.23	6.02	8.45	6.12	5.34	266.7	4.6 THISBE	117.6	11.59 AM	6.31	7.37	9.08		1.18	f 5.40
96— 46 PW	10.58	3.30	9.35	3.35		f 8.14	**7.28**	6.07	8.52	6.18	5.39	271.4	4.7 GILPIN	112.9	11.53	6.25	**7.28**	9.03		1.13	f 5.31
Yard PY	**11.15**	3.38	9.43	3.43	**11.15**	s 8.28	7.33	f **6.15**	★ s 9.00 AM	6.23	5.45	276.1	4.7 TO-R FERNLEY	108.2	f 11.47	* **6.15** PM	7.20	8.57	12.21	1.07	s 5.23
49— 98 P	11.22	3.45	9.50	3.50		8.35	7.37	6.20		6.28	5.50	280.4	4.3 ARGO	103.9	11.41		7.15	8.51		1.02	5.08
80— 52 P	11.28	3.52	9.57	3.57		**8.46**		6.24		6.32	5.55	284.4	4.0 PATNA	99.9	11.36		7.11	**8.46**	12.14	12.57	5.00
Yard POWYTBK	11.34	4.00	10.05	4.05	11.24	s 8.55 PM	7.45	s 6.35		f 6.40	s 6.13	288.1	3.7 TO-R HAZEN	96.2	s 11.30		s 7.06	s 8.40	12.11	12.52	4.50 PM
50 102 PW	11.41	4.17	10.22	4.22				6.43		6.46	6.20	292.5	4.4 MASSIE	91.8	f 11.19		6.58	8.30		12.46	
50—100 P	11.49 PM	4.27	10.32	4.32				**6.53**		6.51	6.26	297.4	4.9 FALAIS	86.9	11.13		**6.53**	8.24			
80— 50 P	**12.01** AM	4.35	10.40	4.40	11.34		7.58	7.01		6.56	6.31	302.0	4.6 UPSAL	82.3	f 11.08		6.48	8.19	**12.01** AM	12.36	
52—100 P	12.09	4.43	10.48	4.48				7.06		7.01	6.36	306.8	4.8 DESERT	77.5	11.02		6.43	8.14			
100— 51 PW	**12.26**	4.53	**10.56**	4.56			**8.07**	7.12		7.06	6.41	311.7	4.9 A. B. S. TO PARRAN	72.6	f **10.56**		6.38	**8.07**		**12.26**	
100— 50 P	12.34	5.00	11.05	5.03	11.44			7.17		7.11	6.46	316.1	4.4 HUXLEY	68.2	10.50		6.33	7.56	11.50 PM		
50— 98 P	12.40	5.06	11.11	5.09				7.21		7.15	6.50	320.0	3.9 OCALA	64.3	f 10.46		6.29	7.52		12.17	
50— 98 P	12.46	5.13	11.18	5.16			8.19	7.25		7.19	6.55	324.2	4.2 MIRIAM	60.1	10.41		6.25	7.47			
55— 93 P	12.53	5.20	11.25	5.23	11.53 PM			7.30		7.23	7.00	328.4	4.2 TOY	55.9	f 10.36		6.21	7.42	11.41	12.08 AM	
102 P	12.59	5.27	11.32	5.30			8.26	**7.35**		7.27	7.04	331.8	3.4 TOULON	52.5	10.32		6.17	**7.35**			
102 P	1.06	5.35	11.40	5.38				7.40		7.32	7.09	336.4	4.6 GRANITE PT.	47.9	f 10.27		6.12	7.25			
PY	1.13	5.42	11.47	5.45	12.02 AM		8.34	7.45		7.37	7.14	340.5	4.1 PERTH	43.8	10.22		6.08	7.21	11.32	11.55 PM	
125—125 PW	1.19	5.54	11.59 AM	5.57			8.38	s 7.53		f 7.42	s 7.18	344.3	3.8 TO LOVELOCK	40.0	s 10.12		s 6.03	s 7.16	11.28	11.51	
8 P	1.28	6.07	12.12 PM	6.10				8.01		7.50	7.29	349.0	4.7 KODAK	35.3	10.06		5.55	7.07			
Spur 45 P		6.21	12.26	6.24				8.07		7.56	7.35	353.2	4.2 WOOLSEY	31.1							
Spur 40— PW	1.43	6.34	12.39	6.37	12.18		8.52	f 8.13		8.02	7.41	357.8	4.6 OREANA D. T.	E.B. 26.3 W.B. 26.5	f 9.57		5.47	6.58	11.17	11.37	
127 Center P	2.03	6.52	12.57	6.55			9.01	8.23		8.12	7.51	366.0	8.2 RYE PATCH	18.1 18.3	f 9.46		5.37	6.48			
Spur 5												372.6	6.8 VALERY	11.5 11.5							
134 Center PW	2.22	7.17	1.22	7.20	12.34			8.35		8.25	8.05	377.0	4.4 HUMBOLDT	7.1 7.1	f 9.33		5.25	6.36			
Yard POWYBK	2.40 AM	7.35 PM	1.40 PM	7.40 AM	12.40 AM		s 9.20 PM	s 8.45 PM		s 8.35 AM	s 8.15 AM	384.1	7.1 TO-R IMLAY	0.0 0.0	9.22 AM		5.15 PM	6.25 PM	10.54 PM	11.05 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive See Footnote	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily		(138.1)	137.9 138.1	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily Ex. Sunday
	(4.30) 30.64	(4.55) 28.04	(4.55) 28.04	(4.55) 28.04	(1.55) 71.94	(1.35) 26.46	(2.20) 59.10	(3.10) 43.54	(0.45) 39.86	(2.50) 48.67	(3.10) 43.54		........Time over District........ ......Average speed per hour......		(3.03) 45.27	(0.45) 39.86	(2.50) 48.74	(3.10) 43.61	(2.01) 68.47	(2.40) 51.78	(1.45) 23.94

Hazen: Schedule time and train orders of first-class trains apply at north siding and of other trains at south siding.

Perth: Schedule time and train orders apply at end double track.

Lovelock: Schedule time and train orders of eastward trains and westward first-class trains apply at train-order office.

No. 102 leaves 2nd, 8th, 14th, 20th and 26th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 5th, 11th, 17th, 23rd and 29th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULE 85. Extra trains must not run ahead of No. 605 without train-order authority.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

*No. 318 at Fernley will head in on siding at west end, proceed on siding to point opposite station, then back up on siding to west leg of wye, head out through west leg of wye.

*No. 317 head in through west leg of wye to siding, back up on siding to point opposite station, then head out through crossover west of station—Schedule time and train orders of No. 317 apply at this crossover.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge		Cheyenne
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD

WINNEMUCCA SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 50 July 9, 1937	Distance from Carlin	FIRST CLASS						SECOND CLASS	
	578	576	574	572	570	48	14	28	88	102				21	1	9	27	49	101	77	61
	Freight	Freight	Freight	Local Freight	Freight	Forty-Niner	Pacific Limited	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco				Pacific Limited	Western Pacific Scenic Limited	Fast Mail	San Francisco Overland Limited	Forty-Niner	Streamliner City of San Francisco	Western Pacific Fast Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed. Fri.	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily
Yard POWYBK	6.50 PM	1.25 PM	8.50 AM	4.00 AM	12.45 AM	9.25 PM	8.50 PM	8.40 AM	8.20 AM	12.40 AM	384.1	TO-R IMLAY 4.6	150.2	s 9.17 AM		s 5.10 PM	s 6.17 PM	s 11.00 PM	10.54 PM		
Spur 61 P							f 9.00	8.50	f 8.29		388.7	MILL CITY 8.3	145.6	f 9.10		5.02	6.09				
127 Center W							9.10	9.02	8.39		397.0	COSGRAVE 9.6 D. T.	137.3	f 9.00					10.44		
40 Storage P	7.35	2.10	9.35	4.55	1.30	9.50	9.22	9.15	**8.50**	1.01	406.6 406.8	ROSE CREEK 5.3	127.7	f **8.50**		4.43	5.50	10.35	10.36		
100 P	7.45	2.20	9.45	5.05	1.40		9.28	9.21	8.56		412.1	BENIN 5.2	122.4	8.44		4.37	5.44				
93—105 PW	8.00	2.35	10.00	5.50	1.55	10.01	s 9.40	s 9.33	s 9.08		417.3	TO WINNEMUCCA 3.6	117.2	s 8.37		s 4.32	s 5.38	10.24			
PI	8.10 PM	2.45 PM	10.10 AM	6.00 AM	2.05 AM	10.05 PM	9.45 PM	9.38 AM	9.13 AM	1.14 AM	420.9	TO-R WESO 2.4	113.6	8.28	4.18 PM	4.24	5.30	10.20	10.23	6.20 AM	2.20 PM
101 P											423.3	TULE 5.6	111.2	8.25	4.14						
80 P											428.9	EGLON 5.1	105.6	f 8.19							
92 PW											434.0	TO GOLCONDA 5.3	100.5	f 8.13	f 4.01	4.09	5.14	10.06	10.11	5.55	2.00
Spur 53 53 P											439.3	PREBLE 4.2	95.2	8.07	3.53	4.04	5.08				
Spur 52 P											443.5	COMUS 4.6	91.0	f 8.03				9.56	10.04		
51— 51 P											448.1	IRON POINT 4.6	86.4	f 7.58	3.43	3.55	4.59			5.31	1.35
Spurs 51 53 P											452.7	HERRIN 4.7	81.8	f 7.53							
Spur 47 41 P											457.4	STONE HOUSE 3.9	77.1	f 7.48	3.33	3.46	4.49				
77 POW											461.3	VALMY 5.0	73.2	f 7.43				9.39	9.52	5.10	1.15
100 P											466.3	MOTE 4.6 A. B. S.	68.2	f 7.38	3.24	3.37	4.39				
71 P											470.7	PIUTE 4.9	63.6	7.33							
71— PW											475.8	TO BATTLE MOUNTAIN 6.2	58.7	s 7.27	f 3.14	3.28	f 4.29	9.25	9.42	4.30	12.40
71 P											482.0	ROSNY 5.7	52.5	f 7.16							
68 P											487.7	ARGENTA 5.2	46.8	f 7.10	3.01	3.16	4.16				
100 P											492.9	MOSEL 5.6	41.6	f 7.04				9.08	9.29		
50 50 P											498.5	SHOSHONE 5.2	36.0	f 6.58	2.50	3.05	4.05			3.40	12.01 PM
Spurs 55 55 P											503.7	LADOGA 4.5	30.8								
98 PW											508.2	TO BEOWAWE 4.5	26.3	s 6.47	f 2.39	2.56	3.55	8.53	9.16	3.20	11.40 AM
Spur 51 53 P											512.7	CLURO 4.3	21.8	6.41	2.32	2.51	3.49				
Spurs 53 53 P											517.0	HARNEY 4.6	17.5	f 6.36	2.27	2.46	3.43				
Spurs 51 P											521.6	GERALD 3.6	12.9	6.30	2.21	2.40	3.37	8.38	9.02	2.50	11.15
I											525.2	E. N. Crossing 0.3	9.3								
I											525.5	E. N. Crossing 0.2	9.0								
51— 55 PW											525.7	TO PALISADE 5.5	8.8	f 6.24	f 2.14	2.34	3.30			2.40	11.05
81 P											531.2	TYROL 3.3	3.3								
Yard POWTBK											534.5	TO-R CARLIN	0.0	6.10 AM	1.58 PM	2.20 PM	3.15 PM	8.20 PM	8.46 PM	2.10 AM	10.35 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. Fri.	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote			(150.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily
	(1.20) 27.60	(1.20) 27.60	(1.20) 27.60	(2.00) 18.40	(1.20) 27.60	(0.40) 55.20	(0.55) 40.14	(0.58) 38.06	(0.53) 41.66	(0.34) 64.94		........Time over District........ ....Average speed per hour......		(3.07) 48.19	(2.20) 48.68	(2.50) 53.01	(3.02) 49.51	(2.40) 56.32	(2.08) 70.40	(4.10) 27.26	(3.45) 30.29

See Western Pacific current time table for Eastward Southern Pacific schedules between Weso and Carlin.

Rose Creek: Schedule time and train orders apply at end double track.

No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 5th, 11th, 17th, 23rd and 29th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge		Cheyenne
28	Any Station	Discharge		Colfax or West
28	Any Station	Entrain	Points beyond Ogden	
88	Any Station	Discharge		West of Sparks
88	Any Station	Entrain	Ogden and East	
88	Battle Mountain	Entrain	Reno	
9				

EASTWARD

MONTELLO SUB-DIVISION

WESTWARD

See Western Pacific current time table for eastward Southern Pacific schedules between Carlin and Alazon.

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco		Time Table No. 50		Distance from Montello	FIRST CLASS						SECOND CLASS	
	576	574	570	578	28	88	102	14	48			July 9, 1937			21	1	9	27	49	101	61	77
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner						Pacific Limited	Western Pacific Scenic Limited	Fast Mail	San Francisco Overland Limited	Forty-Niner	Streamliner City of San Francisco	Western Pacific Fast Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily
Yard POWBKT										534.5		TO-R CARLIN		127.4	s 6.01 AM	s 1.53 PM	s 2.12 PM	s 3.07 PM	s 8.15 PM	s 8.43 PM	10.30 AM	2.00 AM
												3.0										
N S 79 P										537.5		VIVIAN		124.4	5.52	1.46	2.04	2.59	8.08	8.38	10.17	1.49
												2.8										
Spur 42 P										540.3		TONKA		121.6	5.48	1.42		2.55			10.11	1.43
												4.2										
48 47 P										544.5		MOLEEN		117.4	f 5.42	1.37	1.55	2.50	8.00		10.02	1.34
												5.8										
70 P										550.3		AVENEL		111.6	5.35	1.31	1.49	2.44			9.52	1.24
												4.2										
										554.5		WEST ELKO		107.4	5.29	1.26		2.39			9.45 AM	1.15 AM
												1.5										
Yard PW										556.0		TO-R ELKO		105.9	s 5.26	s 1.23	s 1.42	s 2.36	7.48	8.22	Via WP Yard 9.00 AM	Via WP Yard 12.15 AM
												4.5										
81 P										560.5		COIN		101.4	f 5.15	1.13	1.36	2.28			8.50	12.03 AM
												4.3										
Spur 40 P										564.8		OSINO		97.1	f 5.10	1.09	1.32	2.23			8.43	11.56 PM
												3.0										
Spurs 43 41 P										567.8		RYNDON		94.1	f						8.36	11.49
												5.6										
87 PW										573.4		ELBURZ		88.5	f 4.58			2.11	7.29	8.04	8.22	11.36
												3.3										
99 P										576.7		TO HALLECK		85.2	f 4.53	12.54	1.17	2.07			8.15	11.30
												4.5										
81 P										581.2		RASID		80.7	4.48						8.08	11.23
												4.1										
Spur 45 P										585.3		NATCHEZ		76.6	f 4.43	12.46	1.09	1.59			8.01	11.16
												4.3										
113 PW										589.6		TO DEETH		72.3	f 4.37	f 12.42	1.05	1.55	7.14	7.52	7.54	11.09
												4.8										
Spur 51										594.4	A.B.S.	NARDI		67.5							7.46	11.01
												4.7										
151-Spur 15 P										599.1		TULASCO		62.8	f 4.26	12.33	12.56	1.46			7.38	10.53
												4.5										
85 PI	10.05 PM	5.10 PM	9.00 AM	3.50 AM	1.31 PM	1.10 PM	4.10 AM	2.10 AM	1.35 AM	603.6		TO-R ALAZON		58.3	f 4.21	12.28 PM	12.51	1.41	7.00	7.42	7.30 AM	10.45 PM
												3.9										
Yard POWYBK	10.25	5.25	9.20	**4.15**	f 1.39	s 1.18	**4.15**	s 2.19	1.41	607.5		TO-R WELLS	D.T.	54.4	s 4.14		s 12.44	s 1.34				
												5.9										
Spur 2										613.4		CEDAR		48.5								
												3.0										
Yard 47 106 PY	11.05	6.05	10.00	4.55	2.00	1.38	4.29	2.40	2.00	616.4		TO MOOR		45.5	f 3.59		12.29	1.19	6.42	7.28		
												3.7										
97 47 PW	11.12	6.12	10.07	5.02	2.05	1.43		2.45	2.05	620.1		ANTHONY		41.8	f 3.54		12.24	1.14				
												4.0										
47 48 P	11.19	6.19	10.14	5.09		1.48		2.50		624.1		HOLBORN		37.8	f 3.49		12.19	1.09				
												3.4										
47 97 P	11.26	**6.28**	10.21	5.16	2.14	1.53	4.41	2.55	2.14	627.5		FENELON		34.4	f 3.44		12.15	1.04	**6.28**	7.16		
												4.3										
97 47 P	11.33	6.38	10.28	5.23	2.20	1.59		3.01	2.20	631.8		PEQUOP		30.1	f 3.38		12.09	12.58				
												5.0										
47 47 P	11.41	6.46	10.36	5.31	2.26	2.05		3.07		636.8		ICARUS		25.1	3.32		12.03 PM	12.52				
												3.8										
99 YWP	11.48 PM	6.53	10.43	5.38	2.31	2.10	4.54	3.12	2.31	640.6		TO VALLEY PASS		21.3	f 3.27		11.58 AM	12.46	6.13	7.03		
												4.2										
64 P					f 2.36	s 2.15		3.17	2.36	644.8		COBRE		17.1	f 3.19		s 11.50	s 12.38				
												5.0										
93 Center PW	12.21 AM	7.26	11.16 AM	6.11	2.43	2.26		3.24		649.8		LORAY		12.1	f 3.09		11.40	12.19	5.59			
												3.6										
P					2.48	2.32	5.09	3.29	2.48	653.4		TIOGA	D.T.	8.5	3.02		11.34	12.13 PM				
												1.9										
Westwardtrack Spur 2 P										655.3		ULLIN		6.6								
												6.6										
Yard POWYBK	1.05 AM	8.10 PM	12.01 PM	6.55 AM	s 3.00 PM	s 2.45 PM	5.21 AM	s 3.41 AM	s 3.00 AM	661.9		TO-R MONTELLO		0.0	2.42 AM		11.20 AM	11.56 AM	5.40 PM	6.32 PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote			(127.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily
	(3.00) 19.43	(3.00) 19.43	(3.01) 19.32	(3.05) 18.91	(1.29) 39.30	(1.35) 36.82	(1.11) 49.27	(1.31) 38.44	(1.25) 41.15			........Time over District........ ....Average speed per hour......			(3.19) 38.41	(1.25) 48.78	(2.52) 44.44	(3.11) 40.02	(2.35) 49.32	(2.11) 58.35	(3.00) 23.03	(3.15) 21.26

Moor: Schedule time and train orders apply at end of double track.

Valley Pass: Schedule time and train orders apply at end of double track.

No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge		Cheyenne
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD · MONTELLO SUB-DIVISION · WESTWARD

	SECOND CLASS				FIRST CLASS												FIRST CLASS				
Capacity of sidings in car lengths	574	570	578	576	28	88	102	14	48	Distance from San Francisco		Time Table No. 50 July 9, 1937		Distance from Ogden		9	27	49	101	21
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner							Fast Mail	San Francisco Overland Limited	Forty-Niner	Streamliner City of San Francisco	Pacific Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote			**STATIONS**		EB	WB	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily
Yard POWYBK	8.35 PM	12.25 PM	7.55 AM	1.30 AM	3.05 PM	2.50 PM	5.21 AM	3.46 AM	3.05 AM	661.9	A. B. S.	TO-R MONTELLO 6.4 | 6.4	D.T.	120.4	121.2	s 11.15 AM	s 11.51 AM	s 5.35 PM	6.32 PM	s 2.37 AM
N S 113 P					3.13	2.58		3.54	3.13	668.3		TECOMA | TECOMA 6.0 | 2.8		114.0	114.8	11.07	11.42	5.27	6.26	f 2.28
Grouse 121 P GartneySpur20					3.19	3.05		4.01		674.3		GARTNEY | GROUSE 5.5 | 9.5		108.0	112.0	11.03	11.38			2.24
124—101 PWY	9.15	1.05	8.35	**2.11**	3.25	3.12	5.38	4.08	3.24	679.8		TO-R LUCIN 4.7		102.5		10.50	11.25	5.12	6.13	s **2.11**
97— 51 P	9.22	1.12	8.42	2.18	3.30	3.17		4.14		684.5		PIGEON 4.3		97.8		10.45	11.19			2.04
97— 50 P	9.29	1.19	8.49	2.24	3.35	3.22		4.19	3.33	688.8		TECK 4.4		93.5		10.40	11.14			1.58
110— 50 P	9.36	1.26	8.56	2.31	3.40	3.27	5.49	4.24		693.2		JACKSON 4.4		89.1		10.35	11.09	4.58	6.03	1.52
98— 50 P	9.43	1.33	9.03	2.38	3.45	3.32		4.29	3.42	697.6		BEPPO 4.5		84.7		10.30	11.04			1.46
43— 80 PW	9.50	1.40	9.10	2.45	3.50	3.37		4.36	3.47	702.1		TO LEMAY 4.3		80.2						f 1.40
110— 50 P	9.57	1.47	9.17	2.52	3.55	3.43	5.59	4.41		706.4		NEWFOUNDLAND 4.7		75.9		10.21	10.55	4.44	5.53	f 1.34
110— 50 P	10.04	1.54	9.24	2.59	4.00	3.49		4.46	3.56	711.1		GROOME 5.2		71.2		10.16	10.50			1.28
93— 49 P	10.12	2.02	9.32	3.07	4.06	3.55		4.52		716.3		ALLEN 4.4		66.0			10.44			f 1.22
100— 51 PY	10.19	2.09	9.39	3.14	4.11	4.00	6.09	4.57	4.05	720.7		HOGUP 4.6		61.6		10.07	10.39	4.30	5.43	f 1.17
98— 51 P	10.26	2.16	9.46	3.21	4.16	4.05		5.02		725.3		OLNEY 4.7		57.0			10.34			1.12
100— 50 PW	10.33	2.23	**9.58**	3.28	**4.21**	4.10		5.07	4.14	730.0		STRONGKNOB 5.2		52.3		**9.58**	10.29	**4.21**		f 1.07
50—107 PO	10.41	2.31	10.08	3.36	4.27	**4.16**	6.20	5.14	4.20	735.2		TO LAKESIDE 4.8	D.T.	47.1		9.53	10.24	**4.16**	5.33	f 1.00
No Siding	10.49	2.39	**10.17**	3.44	4.33	4.23	6.26	5.21	4.26	740.0		TRESEND 1.1		42.3			**10.17**		5.28	12.53
105 P										741.1		ENGLE 3.7		41.2						
100 P Spur 10	11.10	3.00	10.39	4.05	4.49	4.40	6.36	5.39	4.42	744.8		MIDLAKE 5.3		37.5		9.36	10.06	3.59	5.19	f 12.41
96 P	11.32	3.22	11.01	4.27	**5.07**	4.57		5.56	4.59	750.1		COLIN 2.1		32.2		9.19	9.49	3.42	**5.07**	12.24
No Siding P	11.39 PM	3.29	11.08	4.34	5.13	**5.03**	6.51	6.01	5.04	752.2		TO BRIDGE 3.0	D.T.	30.1		9.11	9.41	3.34	**5.03**	f 12.16
Spur 10 P										755.2		SALINE 3.3		27.1						f
51 PW					5.23	5.13		6.10	5.11	758.5		PROMONTORY POINT 5.2		23.8		9.03	9.33			f 12.08
Spurs P 15 47										763.7		BAGLEY 3.5		18.6			9.26			f 12.01 AM
Center 125 Spur 7 24P	12.09 AM	3.59	11.37	5.04	5.38	5.28		6.25	5.21	767.2		LITTLE MOUNTAIN 5.3		15.0		8.53	9.21	3.17		11.56 PM
Spur 15 51										772.5		REESE 3.8		9.8			9.15			f 11.50
128 Center P	12.23	4.13	11.51 AM	5.18	5.54	5.44	7.13	6.37	5.31	776.3		WEST WEBER 3.7		6.0		8.44	9.11			f 11.46
Spur 11										780.0		MARRIOTT 1.4		2.3						
										781.4		D. & R. G. CROSSING 0.9		0.9						
Yard POWTYBK	12.40 AM	4.30 PM	12.10 PM	5.35 AM	s 6.10 PM	s 6.00 PM	s 7.25 AM	s 6.55 AM	s 5.45 AM	782.3		TO-R OGDEN		0.0		8.35 AM	9.00 AM	3.00 PM	4.30 PM	11.35 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote			(120.4)				Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily
	(4.05) 29.48	(4.05) 29.48	(4.15) 28.33	(4.05) 29.48	(3.05) 39.04	(3.10) 38.02	(2.04) 58.26	(3.09) 38.11	(2.40) 45.15			........Time over District........ ....Average speed per hour......				(2.40) 45.45	(2.51) 42.53	(2.35) 46.91	(2.02) 59.61	(3.02) 39.95

Lucin: Schedule time and train orders apply at end double track.

Lakeside: Schedule time and train orders apply at end double track.

Bridge: Schedule time and train orders apply at end double track.

No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, except between Tresend and Bridge the time must be cleared not less than five minutes; all other trains and engines must clear the time not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge		Cheyenne
28	Any Station	Dischrage		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD WADSWORTH SUB-DIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 50 July 9, 1937	Distance from Wendel	FIRST CLASS	SECOND CLASS	
		552 Freight	318 Passenger					317 Passenger	555 Freight	557 Freight
		Leave Daily	Leave Mon. Wed., Fri.			STATIONS		Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily
Yard PYB		9.00PM	★ 9.03AM	276.1	TO-R	FERNLEY 2.0	82.6	s★5.55PM	9.40AM	9.50PM
Spur 19 WP		9.15	s 9.13	278.1		WADSWORTH 3.1	80.6	s 5.51	9.30	9.40
54 P		**9.30**	f **9.19**	281.2		DODGE 9.3	77.5	f 5.44	**9.19**	**9.30**
55 P		9.50	f 9.34	290.5		NUMANA 5.0	68.2	f 5.30	8.40	8.55
17		10.02	f 9.42	295.5		LIBBY 3.9	63.2	f 5.21		
56 P		10.11	f 9.49	299.4		HESLIP 5.4	59.3	f 5.14	8.05	8.20
Spur 19			f 9.58	304.8		ROMOLO 3.4	53.9	f 5.05		
55 WP		10.35	f 10.04	308.2		SUTCLIFFE 8.4	50.5	f 5.00	7.40	7.55
56 P		10.55	f 10.18	316.6		BRISTOL 5.2	42.1	f 4.45	7.15	7.31
26 WP		11.20	f 10.28	321.8		BIG CANYON 4.3	36.9	f 4.33	7.02	7.18
54 P		11.29	f 10.36	326.1		ZENOBIA 6.7	32.6	f 4.24	6.52	7.08
56 P		11.42	f 10.45	332.8		ASTOR 2.8	25.9	f 4.13	6.37	6.55
55 P		11.47PM	f 10.50	335.6		EASTON 0.8	23.1	f 4.08	6.30	6.48
PI			f 10.52	336.4		FLANIGAN W. P. Crossing 8.8	22.3	f 4.06	6.25	6.43
60 P		12.10AM	f 11.07	345.2		STACY 9.6	13.5	f 3.52	6.05	6.25
68 P		12.30	f 11.23	354.8		AMEDEE 3.9	3.9	f 3.37	5.40	6.00
POWKY Yard		12.40AM	s 11.30AM	358.7	TO-R	WENDEL	0.0	3.30PM	5.20AM	5.45PM
		Arrive Daily	Arrive Mon., Wed., Fri.			82.6		Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily
		(3.40) 26.78	(2.27) 33.71			........Time over District........ ....Average speed per hour......		(2.25) 34.17	(4.20) 19.05	(4.05) 20.22

★No. 318 at Fernley will head in on siding at West End, proceed on siding to point opposite station, then back up on siding to West Leg of Wye, head out through West Leg of Wye.

★No. 317 at Fernley head in through West Leg of Wye to siding back up on siding to point opposite station, then head out through crossover west of station—schedule time and train orders of No. 317 apply at this crossover.

EASTWARD ALTURAS SUB-DIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 50 July 9, 1937	Distance from Alturas Yard	FIRST CLASS	SECOND CLASS	
		554 Freight	318 Passenger					317 Passenger	551 Freight	553 Freight
		Leave Daily	Leave Mon., Wed., Fri.			STATIONS		Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily
POWKY Yard		1.30AM	11.40AM	358.7	TO-R	WENDEL 6.9	98.2	s 3.20PM	4.50AM	5.25PM
68 P		2.00	f 11.56AM	365.6		VIEWLAND 9.1	91.3	f 3.06	4.25	5.00
59 WP		2.25	s 12.11PM	374.7		KARLO 8.9	82.2	s 2.49	3.45	4.25
69 P		**3.15**	f 12.29	383.6		SECRET 4.4	73.3	f 2.32	**3.15**	4.00
Spur W10 P			f 12.38	388.0		HORSE LAKE 4.5	68.9	f 2.23		
84 YP		4.05	f 12.49	392.5		CREST 5.4	64.4	f 2.13	2.35	3.20
67 WPY		4.25	s 12.59	397.9		RAVENDALE 6.8	59.0	s 2.02	1.50	2.45
Spur 30 P		4.45	s 1.09	404.7		TERMO 14.2	52.2	s 1.52	1.20	2.15
82 WYP		5.30	s **1.31**	418.9	TO	MADELINE 4.4	38.0	s **1.31**	12.35	**1.31**
72 YP		5.50	f 1.39	423.3		SAGE HEN 10.7	33.6	f 1.20	12.01AM	1.10
72 W		6.35	f 2.06	434.0		INDIAN CAMP 4.7	22.9	f 12.54	11.10PM	12.25PM
123 YWKP		7.20	s 2.21	438.7	TO	LIKELY 3.2	18.2	s 12.42	10.40	11.58AM
Spur 3		7.35	f 2.27	441.9		WIDGEON 1.7	15.0	f 12.35	10.25	11.43
Spur 12 P		7.45	f 2.31	443.6		BAYLEY 2.8	13.3	f 12.32	10.20	11.28
Spur 7			f 2.36	446.4		McARTHUR 9.1	10.5	f 12.28		
6 P		8.10	f 2.55	455.5		PAOLA 1.4	1.4	f 12.14	9.40	10.58
POWYK Yard		8.20AM	s 3.00PM	456.9	R	ALTURAS YARD	0.0	12.10PM	9.30PM	10.50AM
		Arrive Daily	Arrive Mon. Wed., Fri.			(98.2)		Leave Tues. Thurs., Sat.	Leave Daily	Leave Daily
		(6.50) 14.37	(3.20) 29.46			........Time over District........ ....Average speed per hour......		(3.10) 31.01	(7.20) 13.38	(6.35) 14.91

Additional Stops.—Nos. 317 and 318 will stop on flag at Armstrong Road Crossing M. P. 448.7 at section headquarters near M. P. 412.4 and at Pyramid Post Office M. P. 319.6.

Schedule time and train orders of No. 317 and No. 318 at Alturas Yard apply at Junction Switch, Lake View Branch.

EASTWARD WADSWORTH SUB-DIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco		Time Table No. 50 July 9, 1937 Westwood Branch	Distance from Wendel	SECOND CLASS		
			620 Local Freight Leave Daily Ex. Sunday			STATIONS		619 Local Freight Arrive Daily Ex. Sunday		
Yard PWKY				411.3	TO-R	WESTWOOD	52.6			
						4.1				
P			9.15 PM	407.2	TO-R	MASON	48.5	7.43 AM		
						0.6				
59			9.24	406.6		FACHT	47.9	7.40		
						4.3				
				402.3		LASCO	43.6			
						2.2				
66 YP			9.45	400.1		WESTWOOD JCT	41.4	7.20		
						0.7				
				399.4	R	BLAIR	40.7			
						4.6				
57 WP			10.05	394.8		GOUMAZ	36.1	6.55		
						4.7				
84 P			10.25	390.1		BUNNEL	31.4	6.30		
						8.2				
Yard PK			10.58 PM 12.01 AM	381.9	TO-R	SUSANVILLE	23.2	5.55 4.05		
						7.0				
68 P			12.25	374.9		LEAVITT	16.2	3.45		
						7.8				
59 P			12.55	367.1	TO	LITCHFIELD	8.4	3.25		
						8.4				
Yard POWKY			1.20 AM	358.7	TO-R	WENDEL		3.00 AM		
			Arrive Daily Ex. Monday			(48.5)		Leave Daily Ex. Sunday		
			(4.05) 11.87			........Time over District........ ......Average speed per hour......		(4.43) 10.28		

Trains between Westwood and Mason governed by Western Pacific time table and book of rules.

EASTWARD MONTELLO SUB-DIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco		Time Table No. 50 July 9, 1937 Promontory Branch	Distance from Ogden	SECOND CLASS			
			618 Mixed Leave Mon., Thurs., Sat.			STATIONS		617 Mixed Arrive Mon., Thurs., Sat.			
Yard YWP				679.2	TO-R	LUCIN	146.8				
						20.6					
8 PW				699.8		WATERCRESS	126.2				
						34.3					
103 OPYW			1.20 PM	734.1	TO-R	KELTON	91.9	s 12.55 PM			
						9.8					
Spur 4			1.40	743.9		NELLA	82.1	12.34			
						4.7					
43			f 1.52	748.6		MONUMENT	77.4	f 12.24			
						3.0					
5 P			f 2.00	751.6		KOSMO	74.4	f 12.15			
						4.0					
44			f 2.16	755.6		LAKE	70.4	f 12.05 PM			
						9.4					
44 W			s 2.40	765.0		ROZEL	61.0	s 11.40 AM			
						7.9					
90 P			s 2.58	772.9		PROMONTORY	53.1	s 11.20			
						9.1					
34 P			f 3.30	782.0		LAMPO	44.0	f 10.45			
						2.4					
44 W			f 3.45	784.4		BLUE CREEK	41.6	f 10.35			
						4.0					
44			f	788.4		CONNOR	37.6	f			
						5.4					
44			f	793.8		BALFOUR	32.2	f			
						3.7					
13			f	796.5		DATHOL	29.5	f			
						1.6					
Spur 225				798.1		STOKES	27.9				
						3.2					
54K P			s 4.25 PM	801.8	TO-R	CORINNE	24.7	10.05 AM			
						1.6					
				802.9		CORINNE JCT.	23.1				
						23.1					
POWTBK				826.0	TO-R	OGDEN	0.0				
			Arrive Mon., Thurs., Sat.			(146.8)		Leave Mon., Thurs., Sat.			
			(3.05) 21.79			.....Time over District..... ...Average speed per hour...		(2.50) 23.71			

Trains operating between Ogden and Corinne will use Union Pacific R. R. tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Union Pacific R. R. trains through Corinne yard.

Normal position switch west end siding for U. P. R. R. main track Malad Branch.

Normal position switch at east end siding for S. P. main track.

Train and enginemen when operating over U. P. R. R. tracks must set their watches to Mountain time, and when operating on Southern Pacific tracks must set their watches to Pacific Time.

MINA SUB-DIVISION

EASTWARD — **WESTWARD**

Capacity of sidings in car lengths		SECOND CLASS 606 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 50 July 9, 1937 Mina Branch STATIONS	Distance from Mina	SECOND CLASS 605 Mixed Arrive Daily Ex. Sunday		
Yard TYWOPBK		9.10PM	288.1	TO-R	HAZEN 4.8	128.9	s 4.15PM		
47		f 9.20	292.9		BANGO 2.3	124.1	f 4.05		
Spur 13		f	295.2		LAHONTAN 1.0	121.8	f		
Spur 85		f	296.2		LAMAR 1.7	120.8	f		
46		f 9.29	297.9		RUGBY 4.6	119.1	f 3.55		
46		f	302.5		HAWES 4.5	114.5	f		
46 W		f 9.47	307.0		APPIAN 5.5	110.0	f 3.38		
47		f	312.5		PAWNEE 1.3	104.5	f		
10 P		s 10.00	313.8		WEEKS 2.6	103.2	s 3.23		
75 O		f 10.05	316.4		CHURCHILL 11.4	100.6	f 3.17		
			327.8		N. C. B. CROSSING 0.2	89.2			
Yard PYW		s 10.55	328.0	TO	WABUSKA 3.9	89.0	s 2.55		
3			331.9		LUX 2.7	85.1			
27		f	334.6		MOQUIST 9.1	82.4	f		
28 P		f 11.25	343.7		RIO VISTA 4.0	73.3	f 2.11		
33		f 11.33	347.7		RESERVATION 1.6	69.3	f 2.03		
Spur 4			349.3		ZAIS 4.9	67.7			
66 W		s 11.48PM	354.2	TO	SCHURZ 7.2	62.8	s 1.43		
34		f	361.4		STUCKEY 5.9	55.6	f		
26 P		f 12.28AM	367.3		GILLIS 2.0	49.7	f 1.15		
Spur 2 P		f 12.35	369.3		NOLAN 7.3	47.7	f 1.11		
35 P		f	376.6		MAGNUS 2.2	40.4	f		
24			378.8		WALKER 5.6	38.2			
46 Y		s 1.35	384.4	TO	THORNE 5.0	32.6	s 12.40PM		
47		f	389.4		DOVER 4.6	27.6	f		
37		f	394.0		KINKEAD 7.1	23.0	f		
33 P		f	401.1		ACME 7.1	15.9	f		
41		s 2.35	408.2		LUNING 8.8	8.8	s 11.50AM		
Yard POWYBK		s 3.00AM	417.0	TO-R	MINA	0.0	11.30AM		
		Arrive Daily Ex. Monday			(128.9)		Leave Daily Ex. Sunday		
		(5.50) 22.09			........Time over District........ ....Average speed per hour......		4.45) 27.13		

EASTWARD When using Wye Thorne do so under flag protection **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS	SECOND CLASS 602 Mixed Leave Daily	Distance from San Francisco		Time Table No. 50 July 9, 1937 Fallon Branch STATIONS	Distance from Fallon	SECOND CLASS 603 Mixed Arrive Daily		
Yard BKPTOWY		6.45AM	288.1	TO-R	HAZEN 5.4	15.8	s 4.05PM		
54		f 7.01	293.5		MAHALA 4.6	10.4	f 3.52		
56		f 7.14	298.1		MIRAGE 2.8	5.8	f 3.43		
Spur 6		f	300.9		SANLAN 3.0	3.0	f		
Yard PWY		s 7.30AM	303.9	TO-R	FALLON	0.0	3.30PM		
		Arrive Daily			(15.8)		Leave Daily		
		(0.45) 21.06			........Time over District........ ......Average speed per hour......		(0.35) 27.08		

EASTWARD (Narrow Gauge) **WESTWARD**

Capacity of sidings in car lengths	THIRD CLASS 614 Freight Leave Daily Ex. Sunday	SECOND CLASS	SECOND CLASS 612 Mixed Leave Wednesday	SECOND CLASS 124 T. & G. Tonopah Express Mixed Leave Daily Ex. Monday	Distance from San Francisco		Time Table No. 50 July 9, 1937 Mina Branch STATIONS		Distance from Keeler	SECOND CLASS 123 T. & G. San Francisco Passenger Mixed Arrive Daily Ex. Sunday	SECOND CLASS 611 Mixed Arrive Tuesday	SECOND CLASS	THIRD CLASS 613 Freight Arrive Daily Ex. Sunday
Yard POWYBK			7.00AM	3.45AM	417.0	TO-R	MINA 3.5	Joint Track Three Rails	160.2	s 11.10AM	s 7.40PM		
Spur 4			f 7.10	f 3.55	420.5		SODAVILLE 4.5		156.7	f 11.00	f 7.30		
Spur 4			f	f	425.0		RHODES 1.0		152.2	f	f		
Yard			s 7.30	s 4.10AM	426.0	R	TONOPAH JCT. 6.4		151.2	10.40AM	s 7.15		
20 PW			f 7.59		432.4		BELLEVILLE 3.0		144.8		f 6.45		
Y			f 8.11		435.4		FILBEN 3.3		141.8		f		
Spur 2			f		438.7		LITTLE SUMMIT 6.1		138.5		f		
Spur 10			f		444.8		RAYDEL 5.6		132.4		f		
18 PW			s 9.20		450.4		BASALT 7.7		126.8		s 5.25		
24 PY			s 10.00		458.1		MT. MONTGOMERY 8.6		119.1		s 4.35		
15 PW			s 10.50		466.7		QUEEN 2.2		110.5		s 3.55		
					468.9		STATE LINE 7.1		108.3				
24 P			s 11.30AM		476.0		BENTON 11.0		101.2		s 3.15		
13 YPW			s 12.05PM		487.0		HAMMIL 2.4		90.2		s 2.35		
12			f		489.4		DEHY 1.9		87.8		f		
4			f 12.15		491.3		SHEALY 7.8		85.9		f 2.15		
14 P			f 12.32		499.1		CHALFANT 2.6		78.1		f 1.55		
12			f		501.7		TOM 5.1		75.5		f		
Yard POTWK			1.05 1.50		506.8	TO-R	LAWS 4.9		70.4		1.30 12.30		
8			f 2.02		511.7		BIGELOW 4.4		65.5		f 12.15		
8			f 2.13		516.1		BLACK CANYON 6.6		61.1		f 12.05PM		
14 P			s 2.35		522.7		ZURICH 2.8		54.5		s 11.45AM		
9			f		525.5		MONOLA 1.3		51.7		f		
10 Y			f 2.45		526.8		BENEME 4.1		50.4		f 11.20		
8			f		530.9		ELNA 6.0		46.3		f		
20 PW			f 3.10		536.9 536.2		ABERDEEN 13.9		40.3		f 10.55		
14 PW			s 4.00		550.1		KEARSARGE 5.1		26.4		s 10.20		
8			f 4.10		555.2		MANZANAR 4.6		21.3		f 10.00		
Yard TPK	11.45AM		s 4.40		559.8	TO-R	OWENYO 3.9		16.7		9.50 9.10		9.55AM
14 P	12.05PM		f 4.51		563.7		MT. WHITNEY 5.0		12.8		f 9.01		9.45
Spur 67			f		568.7		ALICO 1.5		7.8		f		
Spur 8			f		570.2		DOLOMITE 1.2		6.3		f		
Spur 39			f		571.4		MOCK 0.8		5.1		f		
6			f		572.2		TRAMWAY 4.3		4.3		f		9.05
Yard WYBK	12.50PM		s 5.25PM		576.5	TO-R	KEELER		0.0		8.30AM		8.55AM
	Arrive Daily Ex. Sunday		Arrive Wednesday	Arrive Daily Ex. Monday			(160.2)			Leave Daily Ex. Sunday	Leave Tuesday		Leave Daily Ex. Sunday
	(1.05) 15.41		(10.25) 15.37	(0.25) 21.00			.....Time over District..... ...Average speed per hour...			(0.30) 18.00	(11.10) 14.34		(1.00) 16.70

RULE 2. Authorized Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.

Sparks	W. R. Adams & Son	Winnemucca	Krenkel & Bosch
Alturas	Wm. Mayben	Ogden	J. S. Lewis & Co.

RULE 5. The following are designated for use as sidings:

The track north of main track at:

Vista
Thisbe
Gilpin
Patna
Upsal
Parran
Huxley
Anthony
Pequop
Pigeon
Teck
Jackson
Beppo
Newfoundland
Groome
Allen
Hogup
Olney
Strongknob

The track south of the main track at:

Hafed
Ditho
Clark
Argo
Massie
Falais
Desert
Ocala
Miriam
Toy
Fenelon
Lemay

RULE 10 (J). A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.

The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14. Other engine whistle signals:

Weso, signal 4211 ——o—— Upper arm Southern Pacific.
o—— —— Lower arm Western Pacific.
Alazon signal 7136 ——o—— Upper arm Southern Pacific.
o—— —— Lower arm Western Pacific.

For switch line up Lakeside, Lucin, Valley Pass, Moor.

——o——

Rule 14 (d). Six long sounds shall be indication flagman may return from west as prescribed by Rule 99, at Wendel on Westwood Branch.

RULE 14 (e). As specified below six long sounds shall be indication flagman may return from east as prescribed by Rule 99:

Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULE 14 (k). Shall be applied when approaching trains on opposite track.

RULES 17 and 19. Night signals shall be displayed through all tunnels.

RULE 19. Streamliner CITY OF SAN FRANCISCO is equipped with two red bull's eye lights counter-sunk nearly flush with roof of rear car. Lights burn continuously by day and night and serve as markers on this train.

RULE 21. Streamliner CITY OF SAN FRANCISCO is not equipped with train indicators. No engine number will be used in train orders. It will be identified as Streamliner CITY OF SAN FRANCISCO and consists of two motor cars and nine articulated type passenger train cars.

RULE 21 (C). Engine indicators of trains arriving Sparks, Carlin, and Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 28. In double-track territory signals shall be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 72. Eastward inferior trains may run ahead of overdue superior trains Alazon to Wells.

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT AS NOTED ON PAGES 2, 3, 4 AND 5.

RULE 83. Train registers are not maintained at Bridge, Tresend, Lakeside, Valley Pass, Moor, Rose Creek, or Perth. If a positive observation check is made between Ogden and Bridge; Engle and Lakeside, Tecoma and Valley Pass, Alazon and Moor, Rose Creek and Imlay, and between Kodak and Perth, it will apply at end of the double track.

Trains approaching each other between these stations shall reduce speed sufficiently to permit identification.

RULE 83 (A). At the following stations, only the trains indicated shall register:

Alturas Yard—First class.
Blair—Nos. 619 and 620 when instructed by train order.
Fernley—Originating and terminating.
Lucin—Westward regular.
Hazen—First-class, and originating and terminating.
Wells—First-class, and originating and terminating. This registration for information of trains originating and helpers.
Montello—All trains.

Trains originating or terminating at Alturas Yard shall register at Alturas.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Lucin	Westward regular trains.
Montello	First-class trains.
Wells	First-class trains.
Hazen	First-class trains, except No. 606.
Fernley	No. 318 and No. 317.
Imlay	First-class trains.
Mason	Nos. 619 and 620.

RULE 83 (D). If no operator on duty trains originating may leave without obtaining clearance as follows:

Mason—All trains.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it shall register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

Sparks
Wells
Tonopah Jct.
Fernley
Moor
Westwood
Laws
Hazen
Montello
Susanville
Owenyo
Imlay
Ogden
Wabuska
Keeler
Carlin
Wendel
Fallon
Elko
Alturas Yard
Mina

SPARKS YARD—Between 1½ miles west of Reno and 2,700 feet east of east switch at Sparks.

Outbound engines, moving from enginehouse lead to west end of freight yard at Sparks, shall proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

CARLIN. Trains and engines moving east on main track Carlin yard shall stop before fouling west detour.

RULE D-97 (A). Shall apply between Moor and Alazon, and between Valley Pass and Montello.

RULE 98. Railroad Crossings at Grade and Drawbridges not Interlocked.

D. & R.G.W.R.R.—Ogden-Stop. N.C.B.R.R.—Wabuska-Stop.

RULE 104—NORMAL POSITION END OF DOUBLE TRACK AND JUNCTION SWITCHES:

Tresend, Lakeside, Moor and Rose Creek	For westward main track
Bridge, Lucin, Valley Pass and Perth	For eastward main track
Hazen (Fallon Line)	For Mina Line
Tonopah Jct.	For Keeler Line
Fernley (Wadsworth Subdivision)	For siding
Wendel	For Alturas Line
Lucin (Promontory Branch)	For westward siding
Mason	For Western Pacific.

MOOR. The normal position of west switch of crossover, which forms end of double track, shall be for movement from double track to south siding.

Whistle signal ——o—— for switch line-up to single track shall not be given unless the train has authority to proceed.

Upper arm of double-arm signal No. 6162 shall govern movement from eastward track to single track. Lower arm signal 6162 governs eastward movement through siding. Rule 509 (e), applicable to single track, governs. In addition to instructions contained in Rule 105, speed through this siding shall not exceed fifteen (15) miles per hour. For the information and guidance of enginemen, a sign has been placed on the south side of south siding one thousand (1,000) feet west of the clearance point east end.

VALLEY PASS. The normal position of east switch of crossover, which forms end of double track, shall be for movement from double track to siding.

Before lining switches for eastward trains at Moor or westward trains at Valley Pass, operator must ascertain from dispatcher what the line-up shall be. Trains taking siding Valley Pass from the east must know route properly lined and whether or not siding occupied before entering, regardless of fact switches being handled by operator.

TRESEND. The normal position of west switch of crossover, which forms end of double track, shall be for movement from double track to Engle siding.

WENDEL. Normal position of west crossover switches between tracks No. 1 and No. 2 Wendel yard shall be for movement through crossover. This route through track No. 2 shall be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

HAZEN. Switches Hazen yard lined and locked for N. & C. main track through this yard as shown on blue-print bulletin boards Sparks, Hazen, Mina, and Imlay.

At end of double track, except Tresend, or where oil-buffer spring-switches are located, operator when on duty, will line and lock switches, provided head-end authority of train is not restricted. Operator shall also line other switches as follows:

Moor	From either north or south siding to westward main track.
Valley Pass	From siding to eastward main track.
Lakeside	From south siding to eastward main track.
Lucin	From north siding to westward main track.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner No. 101 and No. 102.

RULE 105. Icarus and Holborn. The track south of the main track is siding to be used by eastward trains, and the track north of the main track is siding to be used by westward trains.

Winnemucca: First track south of main track is siding to be used by eastward trains. Second track south of main track is siding to be used by westward trains.

Hazen: Track north of the main track is North siding. First track south of the main track is the South siding. Trains using South siding will leave west end of siding clear, for use by Mina sub-division trains, between west switch and connection east of station building; trains to enter and leave siding at this connection when practicable.

RULE 221. Light will not be displayed in train-order signals on Mina Subdivision or Westwood and Promontory branches, except when train orders are to be delivered.

Susanville: All trains must obtain clearance when an operator on duty.

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance, reading: "OK at............M............Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, or against the current of traffic on double track or eastward on paired track, operators shall repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

RULE 825. Outfit cars shall not be left in front of buildings.

RULE 834. When lading of open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, projects above sides or ends of car, such cars shall not be placed in train next to cab of mallet engines.

AUTOMATIC BLOCK SYSTEM

Signals 2473 east of Sparks, 2481 between Sparks and Vista, 2487 west end of Vista, 2535 west end of Hafed, 5265 east of Palisade, 5439 west end of Moleen, and 6803 at Lucin are located on left side of main track.

RULE 509. A train or engine, when backing out of a siding or other track in block-system limits, shall, unless backed to clear block signal, proceed as if signal be in stop position.

When stopped by a block signal which governs movement over a drawbridge, train shall be preceded by flagman over drawbridge.

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Block Signal Number	Location	Description of Protection Afforded
3402	Perth............	Spring switch with facing point lock.
3403	Perth............	“ “ “ “ “ “
4064	Rose Creek.....	“ “ “ “ “ “
4065	Rose Creek.....	“ “ “ “ “ “
6162	Moor............	“ “ “ “ “ “
6173	Moor............	“ “ “ “ “ “
6396	Valley Pass.....	“ “ “ “ “ “
7411	Engle............	Spring switch.
7522	Bridge..........	“ “
5262	Palisade........	Rock slide fence M. P. 526.30 to M. P. 526.43.
5285	Palisade........	“ “ “ “ “ “

SPARKS. At Sparks, semaphore signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Main tracks Sparks yard between first cross-over east of yard office and passenger station west end of yard not protected by block signals.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop, engine shall, after stopping at signal, proceed only on hand signal from herder. Herder shall not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

VALLEY PASS. Dwarf light-signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

RULE 511. Within block-signal limits, after switches of a crossover are thrown, wait three minutes before crossing over unless block signals protecting the movement not less than one-half mile distant can be seen to be in stop position.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track shall be governed as follows:

If indicator is clear, switches may be lined. When first switch or derail is lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, and after proper line-up has been made, Rule 512 (A) will govern movement to main track.

OIL-BUFFER SPRING SWITCHES

1. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand.

When movement has been completed through switch, reverse movement must not be made until point closes.

2. Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

3. At Lovelock, Rye Patch, West Elko, Wells, and Little Mountain trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

4. Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

			M.P.H.
Perth..............	Facing eastward........................		35
	Trailing westward......................		35
Lovelock, Westward track			
	Trailing from siding.....................		25
Lovelock, Eastward track			
	Trailing from siding.....................		25
Rye Patch, Eastward track			
	Trailing eastward from siding...........		25
Rose Creek........	Facing westward	Passenger	60
		Freight................	40
	Trailing eastward........................		35
East Carlin........	Trailing eastward from W. P. detour.....		15
West Elko.........	Trailing westward from W. P. detour....		15
Wells, Eastward track			
	Trailing from siding.....................		25
Moor..............	Facing westward	Passenger	50
		Freight	40
	Trailing eastward from siding...........		15
Valley Pass........	Facing eastward	Passenger..........	60
		Freight............	35
	Trailing westward from siding.........		25
Engle..............	Facing westward........................		35
	Trailing eastward from siding..........		35
Bridge............	Facing eastward........................		35
	Trailing westward......................		35
Little Mountain, Westward track			
	Trailing from siding.....................		15
Little Mountain, Eastward track			
	Trailing from siding.....................		15

HUMBOLDT—Center siding, west end connects with westward track, east end with eastward track.

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping over oil-buffer spring switch and possibility of damaging same by reverse movement.

5. Oil-buffer spring-switch end double track Perth is equipped with mechanical facing point lock.

When signal 3403 located 600 feet east of end of double track is in stop position, oil buffer spring switch must be operated by hand before and after movement has been made.

Oil-buffer spring-switch end of double track Rose Creek is equipped with mechanical facing point lock.

When signal 4064 located west of end of double track is in stop position, oil-buffer spring-switch shall be operated by hand before and after movement has been made.

Oil-buffer spring-switch east end South siding Moor is equipped with mechanical facing-point lock. When route arm on signal 6162 located at west end South siding, which governs movement through siding, is in stop position, oil-buffer spring-switch at east end of siding shall be thrown by hand before and after movement has been made from siding to main track.

When home arm on signal 6164, east of Moor train-order office, is in stop position, eastward trains on main track shall see that east switch is lined for main track before passing over it.

INTERLOCKING

PALISADE—Limits extend from Interlocking signal 500 feet west of Tunnel No. 1, to signal 5255. Signals 5254 and 5255 are semi-automatic interlocking signals.

WESO—Signal 4208 to signal 4211 on Southern Pacific track.

Signal 4206 to east switch of east crossover on Western Pacific track.

ALAZON—Signal 7136 to a point on Southern Pacific track opposite signal 6035, and to signal 7137 on Western Pacific track.

On Southern Pacific track, signal 6035 to opposite signal 7136 on Western Pacific track.

AUTOMATIC INTERLOCKING

FLANIGAN—Interlocking signals govern the use of crossing with Western Pacific Railroad at Flanigan. Normal position of the signals is "Stop." Train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing use of the crossing to change to "Proceed" position, provided no other train is in the approach circuit or within the limits of the plant.

If signal does not display "Proceed" indication for train which is to use the crossing, the train must be governed by Rule 663.

TRAIN AND AIR INSPECTION

Freight and mixed trains shall stop as follows for inspection, and shall comply with Air-Brake Rule 50 if retainers used into following points:

EASTWARD—Cobre, Tioga, Lucin or Pigeon, Bunnel, M. P. 430 (Alturas line), or Indian Camp; at Goumaz when handling logs; M. P. 462 and 471 (Mina branch), Hammil, Queen, except that when train is running in good order, it will not be necessary to stop at M. P. 471 but instead, shall stop at Benton, and if train running in good order it will not be necessary to stop at Hammil for inspection indicated in air-brake Rule No. 50.

WESTWARD—Anthony or Moor, Secret, M. P. 454 (Mina branch), Basalt, Belleville, Tonopah Jct., except that when trains are running in good order it will not be necessary to stop at Tonopah Junction for inspection indicated in air-brake Rule No. 50.

Engines running light on descending grades of over one and one-half per cent shall make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

Between Ogden and Sparks, if not otherwise restricted, freight trains may operate from one water stop to another without stopping for inspection, provided in judgment of conductor and engineer it is safe to do so.

If weather or other conditions require more frequent inspection, conductor shall arrange.

If no operating stop is made at which there would be an opportunity for inspection, between Carlin and Imlay, either a standing or running inspection, whichever will best serve the purpose, must be made at some convenient location.

Running inspection shall be made before going on Great Salt Lake trestle from either direction; also at Elburz, Halleck or Elko westward.

When train handling logs takes siding to meet opposing train or allow a following train to pass, such train shall be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train. No movement of train on siding shall be attempted until train to be met has passed.

AIR-BRAKE RULE 2. Between October 1 and March 31, engineers on freight and mixed trains shall open drain cocks on main reservoirs and dirt collectors on engine and tender and free them from all condensation at every train-inspection point, and at any other time when opportunity permits. Yard engineers shall do this when taking charge of engine and as often afterwards as opportunity permits.

AIR-BRAKE RULE 11. Air-brake inspection at points where no car-inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer shall apply brakes with 20-pound service reduction and leave them applied. Trainmen shall then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes shall be reported on Form 2809 and such cars shall be assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake-pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter shall comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account inoperative brakes, Rule 17 shall be complied with before departure.

Rule 34 shall be observed to determine by rolling inspection that each brake releases properly.

AIR-BRAKE RULE 13. At lay-over points for passenger equipment, where there are no car-inspectors, crews shall make air-brake test before starting on initial trip, as follows: Brake pipe shall be fully charged, engineer shall then apply air brake; trainmen shall examine each car to see whether all brakes are applied. If all brakes apply, trainmen shall give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

CARLIN. Upon arrival of passenger trains, the incoming engineer shall release the air-brake after train comes to rest at the designated station stop, unless the engine is to be detached, in which case the brakes shall be left applied.

Just before the train is ready to proceed the outgoing engineer shall make an "Application and Release" test from the engine when inspector or trainmen shall note that the rear brakes of train apply and shall then signal for a release, noting that rear brakes do release.

AIR-BRAKE RULE 16. Running air-brake test shall be made at:

Moor	Westward	Valley Pass	Eastward
Crest	Westward	Sage Hen	Both Directions
Viewland	Westward	Westwood Jct.	Both Directions

Unless helper added or brake pipe separated, not necessary to make running air-brake test leaving Imlay and Montello.

AIR-BRAKE RULE 17. Rear-end air-brake test shall be made at:

MT. MONTGOMERY—Freight and mixed trains.
WESTWOOD JUNCTION—Eastward freight and mixed trains.
VIEWLAND—Westward freight trains.
CREST—Westward freight trains.
SAGE HEN—All freight trains.
COBRE—Eastward freight trains.

MOOR—Westward freight trains. Except when stop for inspection and turning up retainers is made at Anthony, rear-end air-brake test may be made at Anthony.

AIR-BRAKE RULE 56. Retaining valves will be turned up on freight and mixed trains as follows:

Anthony or Moor to Wells—	One	Retainer	for	Each	150 M's
Cobre to Montello	"	"	"	"	150 M's
Promontory to Blue Creek	"	"	"	"	140 M's
Promontory to Lake	"	"	"	"	150 M's
M.P. 708 to Terrace	"	"	"	"	150 M's
M.P. 708 to Matlin	"	"	"	"	150 M's
2½ Miles West of Goumaz to Susanville			"	"	130 M's
Mt. Montgomery to Hammil	"	"	"	"	50 M's
Mt. Montgomery to Tonopah Jct.		"	"	"	50 M's
Sage Hen to Madeline	"	"	"	"	140 M's
Crest to Karlo	"	"	"	"	120 M's
Viewland to Wendel	"	"	"	"	140 M's
Sage Hen to Likely	"	"	"	"	140 M's

When all retainers are not used, the required number shall be turned up solid on the head-end of train.

Eastward freight trains stopped at Madeline may, to avoid stopping at Sage Hen, make inspection and rear-end test and turn up retainers at Madeline. Westward freight trains stopped at Karlo may, to avoid stopping at Viewland, make inspection and rear-end test and turn up retainers at Karlo.

Retainers shall be used between Tecoma and Lucin when necessary in the judgment of conductor and engineer, except that on trains averaging one hundred M's or more per car, one retaining valve shall be used for every two hundred M's in train.

Where retainers are used, the speed of freight trains on any grade of over one per cent shall not exceed 25 miles per hour. On grades of this character MORE THAN FIVE MILES LONG THE TIME CONSUMED IN TRAVELING ANY ONE MILE OF THE FIRST FIVE MILES SHALL NOT BE LESS THAN THREE MINUTES. This shall not be authority to exceed specified speed restrictions.

All retainers shall be turned up on express and other trains of passenger equipment when composed of 19 or more cars Cobre to Montello and Moor to Wells.

Eight retainers shall be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track Weso to Alazon, and all westward trains of both companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train-order, except as provided in Rules L, M and N hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "Stop" between Weso and Alazon, train may proceed as follows:

Eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509, applicable to double track.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by Rule 509, applicable to single track.

(C) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit only the registration of Southern Pacific eastward first-class trains to Western Pacific operator at Winnemucca who will enter same on register.

Rule 83 (B). When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

Rule 83 will not apply at Weso as between trains of the same class.

(D) A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance will be obtained, authorizing train Carlin to Alazon.

(E) All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

Rule 83 (B). When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check the register at Alazon against the same train.

Rule 83 will not apply at Carlin and Elko as between trains of the same class.

Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

(F) Third paragraph Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(G) A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance will be obtained authorizing such train Elko to Carlin.

(H) Eastward Western Pacific first-class trains will throw off register ticket to Southern Pacific operator at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station Carlin. Eastward Southern Pacific first-class trains will register on joint register at Southern Pacific Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead of it, East Carlin to Elko.

(I) Rules 83, 83 (D) and 206 (A) will not apply to Southern Pacific trains at Western Pacific Elko and trains will be governed by train-order signal at that station. Carlin is initial station for eastward Southern Pacific trains.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph of Rule 96 will apply at Western Pacific Elko to first-class trains only.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead of it, West Elko to Carlin.

(J) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(K) Between Weso and Alazon, dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work train extras on either track:

EXAMPLE 1—"Eng.........run extra on.................Pacific
track............to............."

EXAMPLE 2—"Eng.........works extra on...............Pacific
track............M until..................M
between............and......................."

(L) West Carlin. Signal 6434 located 100 feet west of remote control switch. Upper arm governs eastward movements on main track and works semi-automatically with main track block signals. Lower arm governs movements to detour. Dwarf light signals 6435 (main track) and 6437 (detour), both located 350 feet east of remote control switch, govern westward movements.

Trains or engines stopped by these signals will observe Rule 509 in addition to interlocking rules. If movement is to continue on main track trainman will inspect switch points and remain at switch until engine enters interlocking limits. Engine may be moved over switch before sending trainman ahead. Switch cannot be changed after engine has entered interlocking limits.

West Carlin Detour extends from West Carlin on Western Pacific to connection with Southern Pacific main track west end of Carlin yard.

Trains desiring movement onto detour will, when approaching signal 6434, sound one short and one medium long blast of the steam whistle to notify signal operator to line switch for detour.

Opposite remote-control switch, on pole, is telephone connected with signal operator at control tower. This telephone is to be used by trainmen in emergency to notify signal operator of route desired. If signal operator is unable to control switch and signal, upon instructions from him only, trainmen will crank switch. Crank, painted white, for this switch is on pole below telephone box. In using crank to throw switch, unlock cover, painted white, on switch machine; place crank on square shaft and turn crank three (3) full revolutions after switch points close so as to lock switch. When switch crank has been removed from pole, notify signal operator by telephone as removal of this crank from pole disconnects the switch machine circuit and crank can be replaced on pole only by signal operator or maintainer.

After switch has been properly lined and locked, trainman will signal train to proceed, remaining at switch until engine reaches it. Switch cannot be changed after engine has entered interlocking limits.

Rule 663 must be complied with, except that part referring to Rule 628.

Second paragraph of Rule 628 will not apply at West Carlin.

(M) **East Carlin Detour** extends from east icehouse lead on Southern Pacific to East Carlin on Western Pacific.

East Carlin. Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made through this switch without first stopping and ascertaining that switch is properly lined.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find detour signal 6458 in stop position, after stopping and before proceeding, will provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching train on detour will not foul Western Pacific main track until approaching train has passed or come to a stop.

Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and West Carlin detours.

(N) **East Elko Detour** extends from south siding of Southern Pacific to Western Pacific freight yard.

West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Oil-buffer spring-switch at Junction is normally lined for Southern Pacific main track.

Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use these detours.

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find detour signal 5545 in stop position, after stopping and before proceeding, will provide flag protection against westward trains moving on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour will not foul Southern Pacific main track until approaching train has passed or come to a stop.

(O) Rule 667: In addition, blow-off cocks must not be opened, injectors put on, or boosters started passing over remote-control switch West Carlin and over oil-buffer switches East Carlin and West Elko.

(P) When trains on which crew changes are made while on Southern Pacific track at Elko and while on Western Pacific track at Carlin are departing, they will move with caution, not exceeding twelve miles per hour until reaching a point where next signal indication can be clearly seen and intervening track approaching signal can be seen to be clear.

(Q) Rule 96: Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply to trains operating as follows:

At ELKO: Work extras and eastward extras on Southern Pacific tracks.

At CARLIN: Work extras and westward extras on Western Pacific tracks.

Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left and must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

CROSSOVER, THIRD STREET, WESTERN PACIFIC ELKO YARD

(R) Inside switch connected with switch indicator which is connected to main track Block Signals 6638 and 6644. When eastward trains pass signal 6638 indicator will show "Block Occupied" (Rule 504-C, Fig. 1 & 3). Before starting crossover movement trainmen will note Switch Indicator signal and if block is not occupied, switches may then be lined for crossover movement providing train which is to use crossover is ready for movement. When Switch Indicator signal indicates "Block Occupied", switches will not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over trainmen will leave lighted fusee, and, when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93. See Rule 512.

USE OF NO. 2 TRACK BETWEEN SPARKS AND VISTA

Track paralleling and north of main track between Sparks and Vista will be known as No. 2 track. Limits of track designated by "End of No. 2 track" signs Vista and Sparks.

Westward trains except first-class are authorized to use No. 2 track without train-order authority whenever they cannot make Sparks for a superior eastward train or ahead of a superior westward train. Eastward trains and westward first class trains must not use No. 2 track unless authorized by train order Form D-R.

An eastward train given right over opposing trains on No. 2 track Sparks to Vista or a first-class westward train given right over opposing trains on No. 2 track Vista to Sparks shall use No. 2 track and relinquish all right to main track unless order is annulled. Westward inferior trains receiving an order that an eastward train has right over opposing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks regardless of train given right to use No. 2 track except it be a section of a schedule. Eastward inferior trains receiving an order that a first-class westward train has right over opposing trains on No. 2 track Vista to Sparks may use the main track Sparks to Vista regardless of train given right to use No. 2 track except it be a section of a schedule. When orders cover movement of a section of an eastbound schedule, on No. 2 track, westward inferior trains shall not leave Vista on nor occupy main track at Vista unless they have authority against following section. When orders cover movement of a section of a first-class schedule on No. 2 track Vista to Sparks eastward inferior trains shall not leave Sparks unless they have authority against following section.

Speed restriction No. 2 track 25 miles per hour.

Normal position of crossover switch west end of Vista is lined for No. 2 track. Track beyond or east of this crossover shall be known and used as north siding Vista.

Trains using No. 2 track in either direction shall comply with Rule 17-C, "Headlight," that part of Rule 19 with reference to arranging markers, and Rule 99.

No. 2 track is equipped with block signals for westward movement only.

Within limits of track 2, Sparks-Vista, a fusee shall not apply to the track on which a train is running if displayed beyond the first rail of the adjoining main track.

MISCELLANEOUS

1. Water or oil shall not be taken at Wells on westward freight trains nor at Goumaz on eastward freight trains without detaching engine.

In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

4. For the purpose of pushing trains out of yards:

(a) No engine shall be placed behind wooden-underframe caboose or other wooden-frame equipment.

(b) Engines of 4000 or 4100 class shall not be placed behind steel-under-frame cabooses.

(c) Air shall not be coupled through pusher engine.

(d) Yard engines regularly so used shall be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it shall not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine shall be placed behind wooden-underframe cars or cabooses.

(b) Helper engines heavier than Consolidation type shall not be placed behind steel-underframe cabooses between Montello-Valley Pass, Wells-Moor and Alturas-Wendel.

(c) In no case shall more than one helper engine be placed behind steel-underframe cabooses.

(d) When helper engines are used in rear of freight trains, Consolidation and lighter class must be placed behind heavier class.

(e) Engines with cars must not be cut off or coupled to a train while the train is in motion.

8. At points where engine is to be changed, or cars are to be set out or picked up on passenger trains, rear brakeman shall open steam valve on rear of train at station one-mile board and engineman shall shut off the steam one-half mile from station.

10. RESTRICTED TRACKS. AC 4-5-6, F, GS, MT, and P class engines shall not enter Pigeon Pit, Perth Pit, Fernley Sand Pit, Quarry tracks Lakeside except Mountain Track in West Quarry at Lakeside to a point ten (10) cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and shall not operate on Mina, Wadsworth, or Alturas, sub-divisions.

Engines exceeding 230,000 pounds on drivers shall not be operated on Fertilizer spur Lovelock, Triolite spur Vivian, or Hesson-Standard Oil Co. spur Elko.

Engines exceeding 160,000 pounds on drivers shall not be operated on Promontory Branch.

Engines shall not go on Trestle on County Spur Fallon, on spur Allen; Old Mill track located on north side Hazen, or on temporary outfit spur on north side Lovelock.

AC and Mikado engines shall not use old wye at Likely.

Engines exceeding 210,000 pounds on drivers shall not be operated on Palisade transfer trestle.

AC and Mikado type engines shall not use any Fruit Growers Supply Company's tracks at Susanville, except main spur leading to Mill Pond and straight tracks on which scales are located, shall not enter sump track at Susanville from west, and shall not use planing mill track of Lassen Lumber and Box Company. Engines will not move past unloading dock on Lassen Lumber and Box Company's pond track. Engines heavier than 200,000 pounds on drivers must not be used on Red River Lumber Company tracks to Springfield Cedar Mill, Susanville. Engines must not exceed ten (10) miles per hour on this track.

Trains and engines shall not go more than four hundred feet beyond east wye switch Fallon.

Sand-loading track Fernley will not accommodate equipment higher than Hart convertible ballast cars. Engines switching this pit shall hold on to about 10 cars.

Sugar-factory spur Fallon may be used at speed not exceeding 10 miles per hour by 2100 or small 2200 class engine.

Do not exceed eight miles per hour on spur leading to quarry from wye at Beneme.

No locomotive other than six-wheel switch engines are permitted on any industry track north of the westward main track between Park Street and W. P. interchange at Reno.

12. Engines equipped with snow-plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This shall not apply to Consolidation engines equipped with snow-plow when used as helper engines out of Alturas, behind caboose with all-steel equipment.

20. Handling of freight cars in trains behind passenger cars carrying passengers is prohibited.

Baggage, express, mail, refrigerator, or other head-end cars shall not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express, or mail car, or a caboose.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track...........		Side..............	Reno
249.84	Bridge..........	5	Truckee River....	Vista
258.07	Bridge..........	7	Truckee River....	Ditho
262.51	Bridge..........	8	Truckee River....	Clark
264.48	Bridge..........	9	Truckee River....	Clark
264.70	Bridge..........	10	Truckee River....	Clark
268.25	Bridge..........	11	Truckee River....	Thisbe
268.69	Bridge..........	12	Truckee River....	Thisbe
436.16	Bridge..........	2	Humboldt River...	Golconda
441.53	Bridge..........	3	Humboldt River...	Preble
518.32	Bridge..........	4	Humboldt River...	Harney
518.54	Bridge..........	5	Humboldt River...	Harney
518.80	Bridge..........	6	Humboldt River...	Harney
519.18	Bridge..........	7	Humboldt River...	Harney
519.70	Bridge..........	8	Humboldt River...	Harney
520.16	Bridge..........	9	Humboldt River...	Harney
520.56	Bridge..........	10	Humboldt River...	Barth
520.92	Bridge..........	11	Humboldt River...	Barth
522.07	Bridge..........	12	Humboldt River...	Gerald
522.35	Bridge..........	13	Humboldt River...	Gerald
523.09	W. P. Crossing...........		S. P. Track.......	Gerald
523.34	Bridge..........	14	Humboldt River...	Gerald
525.02	Tunnel..........	1	....	Gerald
525.42	Bridge..........	16	Humboldt River...	Gerald
538.23	Bridge..........	17	Humboldt River...	Vivian
538.92	Bridge..........	18	Humboldt River...	Vivian
539.47	Bridge..........	19	Humboldt River...	Vivian
539.54	Tunnel..........	2	....	Vivian
539.93	Bridge..........	20	Humboldt River...	Vivian
540.89	Bridge..........	21	Humboldt River...	Tonka
541.16	Bridge..........	22	Humboldt River...	Tonka
541.64	Bridge..........	23	Humboldt River...	Tonka
542.45	Bridge..........	24	Humboldt River...	Tonka
566.55	Tunnel..........	3	....	Osino
567.19	Bridge..........	25	Humboldt River...	Osino
568.26	Bridge..........	26	Humboldt River...	Ryndon
568.68	Tunnel..........	4	....	Ryndon
569.85	Bridge..........	27	Humboldt River...	Ryndon
570.36	Bridge..........	28	Humboldt River...	Ryndon
570.57	Tunnel..........	5	....	Ryndon
778.49	Bridge..........	2	Weber River.......	West Weber (eastward track)
460.56	Tunnel..........	......	....	Mt. Montgomery

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

SPEED RESTRICTIONS

Maximum speed of Passenger trains must not exceed 50 M. P. H. and Freight and Mixed trains 35 M. P. H., except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

		PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Streamliner Deisel Power Unit	Maximum Except Streamliner Deisel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 Incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 MM 2; AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2; AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden, except as follows:........	80	60	60	50	45	40	40	30	20	45	40	35	30
2	West switch and east P.F.E. switch, Sparks	15	15	15	15	15	15	15	15	15	15	15	15	15
2	M. P. 252 to 254, and 262 to 264 and curve M. P. 271....................	60	50	50	50	45	40	40	30	20	45	40	35	30
2	On curve M. P. 274....................	55	50	50	50	45	40	40	30	20	45	40	35	30
2	Eastward—M.P. 274.20 (west of Fernley) to M.P. 383 (Imlay)....................	95	65	65	50	45	40	40	30	20	45	40	35	30
2	Imlay to Oreana, westward track...........	80	55	55	50	45	40	40	30	20	45	40	35	30
2	Westward—M.P. 358.24 (Oreana) to M.P. 274.20 (West of Fernley)................	95	65	65	50	45	40	40	30	20	45	40	35	30
2	Perth, end of double track................	35	35	35	35	35	35	35	30	20	35	35	35	30
2	Lovelock, passing station................	30	30	30	30	30	30	30	30	20	30	30	30	30
2-3	Imlay, between outside switches..........	60	40	40	40	40	40	20	20	20	20	20	20	20
3	Rose Creek, end of double track, westward not using turnout....................	80	60	60	50	45	40	40	30	20	45	40	35	30
3	Rose Creek, end of double track, using turnout	35	35	35	35	35	35	35	30	20	35	35	35	30
3	Rose Creek to M.P. 403.25 westward track..	95	65	65	50	45	40	40	30	20	45	40	35	30
3	M.P. 403.25 to Imlay westward track.......	80	55	55	50	45	40	40	30	20	45	40	35	30
3	Winnemucca, Bridge Street................	30	30	30	30	30	30	30	30	20	30	30	30	30
3	Weso, through interlocking plant using turnouts....................	25	25	25	25	25	25	25	25	20	25	25	25	25
3	M.P. 426 to M. P. 427½....................	60	50	50	50	45	40	40	30	20	45	40	35	30
3	Westward M.P. 487.69 (Argenta) to M.P. 428.57 (Eglon)....................	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Westward M.P. 426.00 (Eglon) to M.P. 406.72 (Rose Creek)....................	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Eastward M.P. 385 (Imlay) to M.P. 420.87 (Weso)....................	95	65	65	50	45	40	40	30	20	45	40	35	30
3	Battle Mountain—Passing station..........	60	40	40	40	40	40	40	30	20	40	40	35	30
3	Shoshone Point curve M.P. 501............	55	50	50	50	45	40	40	30	20	45	40	35	30
3	Between M.P. 517½-519½....................	60	50	50	50	45	40	40	30	20	45	40	35	30
3	Between M.P. 522-525....................	55	50	50	50	45	40	40	30	20	45	40	35	30
3	Over crossings Eureka, Nevada Railway west of Palisade....................	30	30	30	30	30	30	20	20	20	30	30	30	30
3	Three miles west of Tyrol to Palisade......	50	40	40	40	40	40	40	30	20	40	40	35	30
3	M.P. 530½ to M.P. 532½....................	60	50	50	50	45	40	40	30	20	45	40	35	30
3-4	Carlin between west detour switch and east end icing platform....................	30	30	30	30	30	30	15	15	15	15	15	15	15
4	Through Tunnels....................	50	45	45	45	45	40	30	30	20	45	40	35	30
4	On curve at M.P. 541½....................	60	50	50	50	45	40	40	30	20	45	40	35	30
4	Westward M.P. 607.55 (Wells) to M.P. 573.15 (Elburz)....................	95	65	65	50	45	40	40	30	20	45	40	35	30
4	Westward M.P. 564.30 (Osino) to M.P. 544.23 (Moleen)....................	95	65	65	50	45	40	40	30	20	45	40	35	30
4	Alazon—Through Interlocking Plant, using turnouts....................	25	25	25	25	25	25	25	25	20	25	25	25	25
4	Wells, passing station....................	30	30	30	30	30	30	30	30	20	30	30	30	30
4	Wells to Moor, either track...............	40	35	35	35	35	35	35	30	20	35	35	35	30
4	Moor to Wells—Eastward track.............	40	30	30	30	30	30	20	20	20	30	30	30	30
4	Moor to M.P. 611.40, westward track.......	54	45	45	45	45	40	20	20	20	35	35	35	30
4	M.P. 611.40 to Wells, westward track.......	54	45	45	45	45	40	25	20	20	35	35	35	30
4	Moor and Valley Pass, leaving double track through crossover....................	25	25	25	25	25	25	25	25	20	25	25	25	25
4	Between Moor and Icarus, on curves........	60												
4	Between Moor and Icarus, on straight track	80												
4	Between Moor and Icarus....................	....	50	50	50	45	40	40	30	20	45	40	35	30
4	Between Icarus & Cobre....................	80	60	60	50	45	40	35	30	20	45	40	35	30
4	Cobre to Loray, eastward track............	54	45	45	45	45	40	20	20	20	35	35	35	30
4	Loray to Tioga, eastward track............	54	45	45	45	45	40	25	25	25	35	35	35	30
4	Tioga to Montello, eastward track..........	60	50	50	50	45	40	25	25	25	35	35	35	30
4	Cobre to Montello, westward track.........	40	30	30	30	30	30	20	20	20	30	30	30	30
4	Montello to Cobre, either track...........	40	40	40	40	40	40	35	30	20	40	40	35	30
4-5	Montello, between outside switches........	60	40	40	40	40	40	20	20	20	20	20	20	20
5	Eastward M.P. 661.78 (Montello) to Tecoma	95	65	65	50	45	40	40	30	20	45	40	35	30

SPEED RESTRICTIONS

Maximum Speed of Passenger trains must not exceed 50 M.P.H. and Freight and Mixed trains 35 M.P.H. except as otherwise provided for.
Speed restrictions in miles per hour, will apply as follows:

Page No.	BETWEEN	PASSENGER						FREIGHT			LIGHT ENGINES RUNNING FORWARD			
		Streamliner Deisel Power Unit	Maximum Except Streamliner Deisel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 MM 2; AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9. 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2; AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden, except as follows:	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Eastward Tecoma to Lucin	95	65	65	50	45	40	35	30	20	45	40	35	30
5	Westward Lucin to Montello	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Lucin and Lakeside, entering double track	35	35	35	35	35	35	35	30	20	35	35	35	30
5	Between Lucin and M.P. 706 (Newfoundland)	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Between M.P. 734.60 (Lakeside) and M.P. 706 (Newfoundland)	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Between M.P. 735 and M.P. 740 (Rambo Fill)	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Between M.P. 740 and M.P. 752 (Salt Lake Trestle)	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Between M.P. 752 and M.P. 754 (Saline Fill)	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Eastward Saline to mile board west of Promontory Point	95	....	....	....	....	....	....	....	....	....	....	....	....
5	Between M.P. 759 and west switch Little Mt.	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Turnout Engle and east switches Midlake and Colin	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Bridge, leaving double track through turnout	35	35	35	35	35	35	15	20	20	20	20	20	20
5	Westward—M.P. 775.54 (West Weber) to M.P. 768.40 (Little Mountain)	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Eastward M.P. 771 (West of Reese) to M.P. 780.58 (Ogden Yard Limit)	95	65	65	50	45	40	40	30	20	45	40	35	30
2, 3, 4, 5	Turnouts and crossovers unless otherwise provided	10	10	10	10	10	10	10	10	10	10	10	10	10

SPEED RESTRICTIONS—Continued.

Speed restrictions in miles per hour, will apply as follows:

Page No.	BETWEEN	PASSENGER		FREIGHT			LIGHT ENGINES RUNNING FORWARD
		Maximum	T 1, 2, 8, 23, 26, 28, M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type with Train or Light	T, 1, 2, 8, 23, 26, 28 M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3,
6, 7	Between Fernley and Alturas; Wendel and Susanville, except as follows:	40	40	30	15	20	30
6	On curves indicated by slow boards between M.P. 285 and M.P. 361	35	35	30	15	20	30
6	Between M.P. 361 and Viewland	30	30	20	15	20	30
6	On curve between M.P. 367 and M. P. 368	35	35	30	15	20	30
6	Between M.P. 375 and M. P. 385	30	30	20	15	20	30
6	Eastward from Crest to M.P. 395	30	30	20	15	20	30
6	Westward from M.P. 395 to Crest	30	30	30	15	20	30
6	Crest to M.P. 385	25	25	20	15	20	25
6	On curve at M.P. 391	20	20	20	15	15	20
6	On curve at M.P. 415	35	35	30	15	20	30
6	Between Madeline and Sagehen	30	30	20	15	20	30
6	Between Sagehen and M.P. 438	25	25	20	15	20	25
6	Over W.P. Crossing, Flanigan	20	20	20	15	20	20
6, 7	Wendel Yard between outside switches	15	15	15	15	15	15
7	Lucin and Kelton	20	20	20	15	20	20
7	Kelton and Corinne	25	25	25	15	20	25
7	Susanville and Westwood Junction	25	25	20	15	20	25
7	Susanville Yard, between outside switches	20	20	20	15	20	20
7	Westwood Junction and Mason	35	35	30	15	20	30
8	Fallon and Hazen	30	30	25	15	20	30
8	Hazen and Mina	40	40	30	15	20	30
	Between Mina and Keeler	All Engs.	....	All Engs.	All Engs.	....	All Engs.
8	Mina and Tonopah Junction	40	....	30	15	....	20
8	Tonopah Junction and Queen	15	....	15	15	....	15
8	Queen and Hammil	20	....	20	15	....	20
8	Hamil and Chalfant	30	....	30	15	....	20
8	Chalfant and Laws	20	....	20	15	....	20
8	Laws and Keeler	30	....	30	15	....	20
6, 7, 8	Turnouts and Crossovers unless otherwise provided	10	....	10	10	....	10

2-3 4-5 Streamliner CITY OF SAN FRANCISCO, when running against the current of traffic on double track or eastward on paired track, or when handled by steam power, must not exceed speed permitted steam passenger trains under the same conditions.

6 Between M.P. 280 and yard limit Fernley, Wadsworth Sub-division, westward freight trains may run 35 miles per hour.

7 Fire train of Red River Lumber Company may make following speed:

Between Mason and Westwood Jct., 35 miles per hour; between Westwood Jct. and Susanville 25 miles per hour, and through all tunnels 10 miles per hour.

8 Between Hazen and Mina mixed trains, when handled by T 23; T 28; T 31; or smaller engines, may run 35 miles per hour.

Maximum speed for McKeen and gas electric motor cars when backing is 60 miles per hour, and restricted speed of passenger trains as indicated at various locations shall be observed.

Southern Pacific Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour. This restriction shall not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.

Maximum speed for relief trains with steam derrick, 25 miles per hour.

Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 miles per hour.

Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 miles per hour.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached, or engines with only caboose attached may make speed allowed passenger trains between Tresend and Bridge.

Engines operated coupled tender to tender shall not exceed speed permitted for light engines of that class running backward.

When all the weight has been removed from any one pair of drivers on an engine, the speed shall not exceed 20 miles per hour.

When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed shall not exceed 30 miles per hour.

Maximum speed of any disabled engine handled in train or running under own steam shall not exceed:

All classes, including S and SE engines,
when not equipped with engine trucks......20 miles per hour
When pilot removed........................20 miles per hour
When main rod only removed................30 miles per hour
When side rods only are removed...........30 miles per hour
When both main and side rods are removed...20 miles per hour
When handled in train and all rods on........30 miles per hour

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express, and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra train contain both wooden and steel passenger-carrying cars, the wooden equipment shall be kept together and on the rear.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

SPECIAL INSTRUCTIONS—Concluded.

LOCATION OF STRETCHERS

Ogden	Montello	Elko	Imlay	Sparks	Mina
Promontory Pt.	Cobre	Carlin	Lovelock	Susanville	Laws
Lakeside (Quarry)	Wells	Battle Mtn.	Hazen	Westwood	Keeler
	Deeth	Winnemucca	Fernley	Wabuska	Alturas

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070	....	....	....
“ —66 ft.	127,610	....	....	....
“ —70 ft.	122,620	....	....	....
“ —70 ft. (With Auto. End Door)	125,800	....	....	....
“ —(Dynamo)	98,730	....	....	....
“	....	87,120	....	....
Baggage & Mail—60 ft.	103,620	....	....	....
“ “ “ —69 ft.	124,760	....	....	....
“ “ “ —70 ft.	129,140	....	....	....
“ “ “	....	103,590	....	....
“ “ “ Passenger	108,675	112,640	....	....
Express Refr.—N. P. Ry.	....	74,000	....	....
“ “ —A. R. E. No. 40-154	....	78,000	....	....
“ “ — “ “ 155-224	....	89,000	....	....
“ “ — “ “ 500-506	....	110,000	....	....
“ “ — “ “ 1101-1175	....	85,000	....	....
“ “ —P. F. E. “ 500-799	....	83,000	....	....
Express, Horse	133,050	....	....	....
Postal	112,120	....	....	....
Postal Storage—40 ft.	74,530	....	....	....
“ “ —60 ft.	105,120	....	....	....
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370	....	....
Chair—60 ft.	100,620	....	112,985	108,120
“ —74 ft. (Ice Sys.)	....	....	180,915	173,125
“ —74 ft. (Steam Ejec. Sys.)	....	....	197,944	181,600
Coaches—60 ft.	98,130	....	110,380	105,630
“ —70 ft.	137,640	....	151,671	145,140
“ —72 ft.	....	....	153,782	147,160
“ —73 ft.	....	....	168,245	161,000
“ —72 ft. (Interurban)	120,000	....	....	....
All-Day Lunch—Chair	105,970	....	....	....
“ “ —Coach	103,875	....	....	....
Cafe Coach	....	138,600	*152,675	*146,100
Diner—70 ft.	....	135,930	....	....
“ —72 ft.	155,330	146,930	....	....
“ —77 ft. (Arch Type Roof) (Ice Sys.)	156,000	....	170,857	163,500
“ —77 ft. (Clere Story Roof) (Ice Sys.)	....	165,530	179,400	171,675
“ —77 ft. (“ “ “) (Mech. Sys.)	....	....	189,581	173,836
“ —79 ft.	169,100	....	....	....
“ —80 ft. (Clere Story Roof) (Mech. Sys.)	....	....	201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
Lounge	....	....	188,949	180,813
Observation—75 ft.	154,400	....	169,185	161,900
“ —77 ft.	....	....	194,543	186,166
“	....	141,870	....	....
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
“ “ (Mech. Sys.)	160,800	153,000	185,627	170,300
“ “ Lounge (Ice Sys.)	171,200	....	187,682	179,600
“ “ “ (Mech. Sys.)	171,200	....	196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600	....	183,920	176,000
“ “ “ (Mech. Sys.)	167,600	....	193,039	177,100
Pullman Sleeper (Ice Sys.)	163,100	....	180,075	171,500
“ “ (Mech Sys.)	163,100	....	188,134	172,600
“ Tourist (Ice Sys.)	153,000	....	168,663	161,400
“ “ (Mech. Sys.)	153,000	....	167,625	162,500
Rail Gas-Electric Car, 400 H.P.	158,400	....	....	....
“ “ “ “ 600 H.P.	167,200	....	....	....

*Steel Underframe.

RATING OF LOCOMOTIVES—SALT LAKE DIVIVION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pres-sure	Sparks to Lovelock Moor to Holburn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello to Valley Pass	Rye Patch to Deeth Holborn to Pequop	Lucin to Mon-tello	Hazen and Wa-buska	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas Yard	Alturas Yard to Likely Karlo to Viewland	Wendel to Susan-ville	Susan-to West-wood	West-wood to Susan-ville
M-4	M-63 20/28 126	1617 to 1716	190	6350	4200	1300	4800	2950	2700	1400	3800	1100	5150	3850	....	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	7800	5200	1600	6000	3650	3300	1730	4600	1400	6300	4750	5400	900	1800
T-26	T-69 21/28 152-S	2283 to 2299	200	7050	4650	1400	5400	3350	2950	1500	4200	1200	5600	4200	4750	800	1600
T-23	T-63 21/28 156-S	2301 to 2310	210	8200	5400	1725	6300	3800	3450	1830	4900	....	....	....	....	1000	1900
T-23	T-63 21/28 163-SF																
T-28,31	T-63 22/28 162-S	2311 to 2362	210	9000	5900	1900	6900	4250	3800	2010	....	....	....	....	....	....	....
T-32	T-69 23/28 174-S	2363 to 2384															
P-8	P-73 25/30 180-S		200	10000	7000	2150	7500	5000	....	....	....	....	....	....	....	....	....
P-8,10	P-73 25/30 181-SF	2461 to 2475, 2478 to 2483															
P-8	P-73 25/30 183/B-63-SF	2461 to 2475															
C-9,10	C-57 22/30 200-SF	2513 to 2599	210	10000	7000	2150	7500	5000	4200	2200	6000	1800	8000	6000	6800	1260	2350
C-9,10	C-57 22/30 194-S	2750, 2752 to 2860															
C-8	C-57 22/30 192-S	2698 to 2749, 2751															
MK-2,4	MK-57 23¾/30 206-S	3200 to 3240	210	12000	8700	2475	9200	6000	....	....	7250	2300	10250	7700	8000	1650	2950
MK-2,4	MK-57 23¾/30 206-SF																
MK-5,6	MK-63 26/28 210-S	3241 to 3277															
MK-5,6	MK-63 26/28 210-SF																
F-3	F-63 29½/32 297-S	3653 to 3667	200	13500	11000	3500	11500	8100	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	14000	11500	3725	12000	8500	....	....	....	....	....	....	....	....	....
F-4,5	F-63 29½/32 306/B-62-SF	3764 to 3768															
MT-1,3,4	MT-73 28/30 246/B-60-SF	4300 to 4375	210	13000	9800	2925	10500	7500	....	....	....	....	....	....	....	....	....
AC-1,2,3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	18500	16500	3950	17000	9100	....	....	11200	3400	13000	11250	8000	3000	4400
AC-4	AC-63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	19900	17500	4250	18800	12500	....	....	....	....	....	....	....	....	....
AC-5	AC-63 $\frac{24-24}{32}$ 483-SF																
GS-1	GS-73 27/30 262/B-58-SF	4400 to 4409	250	13700	10400	3025	11000	7900	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Car		Less than 40 M's		6	6	3	6	6	6	6	6	6	6	6	6	3	6
		40 M's to 50 M's		3	3	0	3	3	3	3	3	3	3	3	3	0	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

“MM”—Mallet-Moguls
“MT”—Mountain Type
“M”—“Moguls”
“Mk”—“Mikado”
“TW”—Twelve-wheelers
“E”—Eight-wheelers

“P”—Pacific Type
“AC”—Articulated Consolidation
“GS”—Golden State
“C”—Consolidation engine
“T”—Ten-wheelers
“F”—Two-Ten-Two Type

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon
Ogden	Dr. W. H. Anderson	Distrct Surgeon
Ogden	Dr. R. L. Draper	District Surgeon
Ogden	Dr. E. C. Rich	Consulting Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham Cty	Dr. R. A. Pearse	Emergency Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon
Elko	Dr. R. P. Roantree	District Surgeon
Carlin	Dr. C. W. Eastman	District Surgeon
Battle Mountain	Dr. S. R. Clark	District Surgeon
Winnemucca	Dr. Geo. F. Pope	District Surgeon
Winnemucca	Dr. Chas. E. Swezy	Asst. Dist. Surgeon
Imlay	Dr. John T. Beale	District Surgeon
Lovelock	Dr. J. R. Gill	District Surgeon
Sparks	Dr. H. A. Paradis	District Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon
Reno	Dr. T. H. Harper	Consulting Surgeon
Reno	Dr. Horace J. Brown	Division Surgeon, State of Nev.
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. F. H. Harrison	Asst. Dist. Surgeon
Reno	Dr. C. W. West	District Surgeon
Fallon	Dr. H. K. Wilson Dr. H. W. Sawyer	District Surgeons
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. G. R. Fortson	Distrct Surgeon
Schurz	Dr. L. T. Browning	Emergency Surgeon
Mina	Dr. D. A. Smith	District Surgeon
Bishop	Dr. Harvey Crook	District Surgeon
Lone Pine	Dr. M. A. Williamson	District Surgeon
Lone Pine	Dr. Howard W. Duker	Acting Dist. Surgeon
Carson City	Dr. E. E. Hamer	District Surgeon
Yerrington	Dr. J. T. Reese Dr. S. R. McGee	Emergency Surgeon
Alturas	Dr. John Stiles	District Surgeon
Westwood, Calif.	Dr. Fred J. Davis	District Surgeon

Emergency Surgeons should ony be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hosptal—San Francisco, Cal.
Division Hospital—Dee Hospital, Ogden.
Emergency Hospital—Ogden.
Emergency Hospital—Sparks.
Emergency Hospital—Mina

Mileage—Main Line

M.P. 238.8 west of Reno to Ogden, via Lucin Cutoff, C. P. Ry.		543.35	
M.P. 238.8 west of Reno to Ogden, via Lucin Cutoff, C. P. Ry., 2nd Track.		161.36	
M.P. 275.856 Fernley to end of Division near Paola—C. P. Ry.	82.84		
M.P. 275.856 Fernley to end of Division near Paola—N. C. O. Ry.	95.91	178.75	
Total Main Line			883.46

Branches

Fallon	C. P. Ry.	Hazen to Fallon	15.92	
Malad Valley	U.P.R.R.	Corrine Jct. to Brigham	3.83	
Mina	C. P. Ry.	Hazen to Keeler	289.36	
Promontory	C. P. Ry.	Lucin to beginning of leased line	141.64	
Promontory	U. P. Ry.	Beginning of leased line to Cecil Jct.	3.36	
Westwood	C. P. Ry.	Wendel to Westwood	53.76	
Total Branches				507.87
Total Salt Lake Division				1391.33

CHIEF TRAIN DISPATCHERS
CHAS. O'LAUGHLIN ....Ogden
H. G. VALLEAU.............Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS
J. E. VAIL ....Ogden
I. S. RUTH ....Ogden
H. F. McDONALD.....................Sparks
L. R. NORRIS ....Sparks

TRAINMASTER AND ROAD FOREMAN OF ENGINES
S. H. BRAY ....Carlin

TRAINMASTER and ROADMASTER
A. R. McEACHERN ....Mina

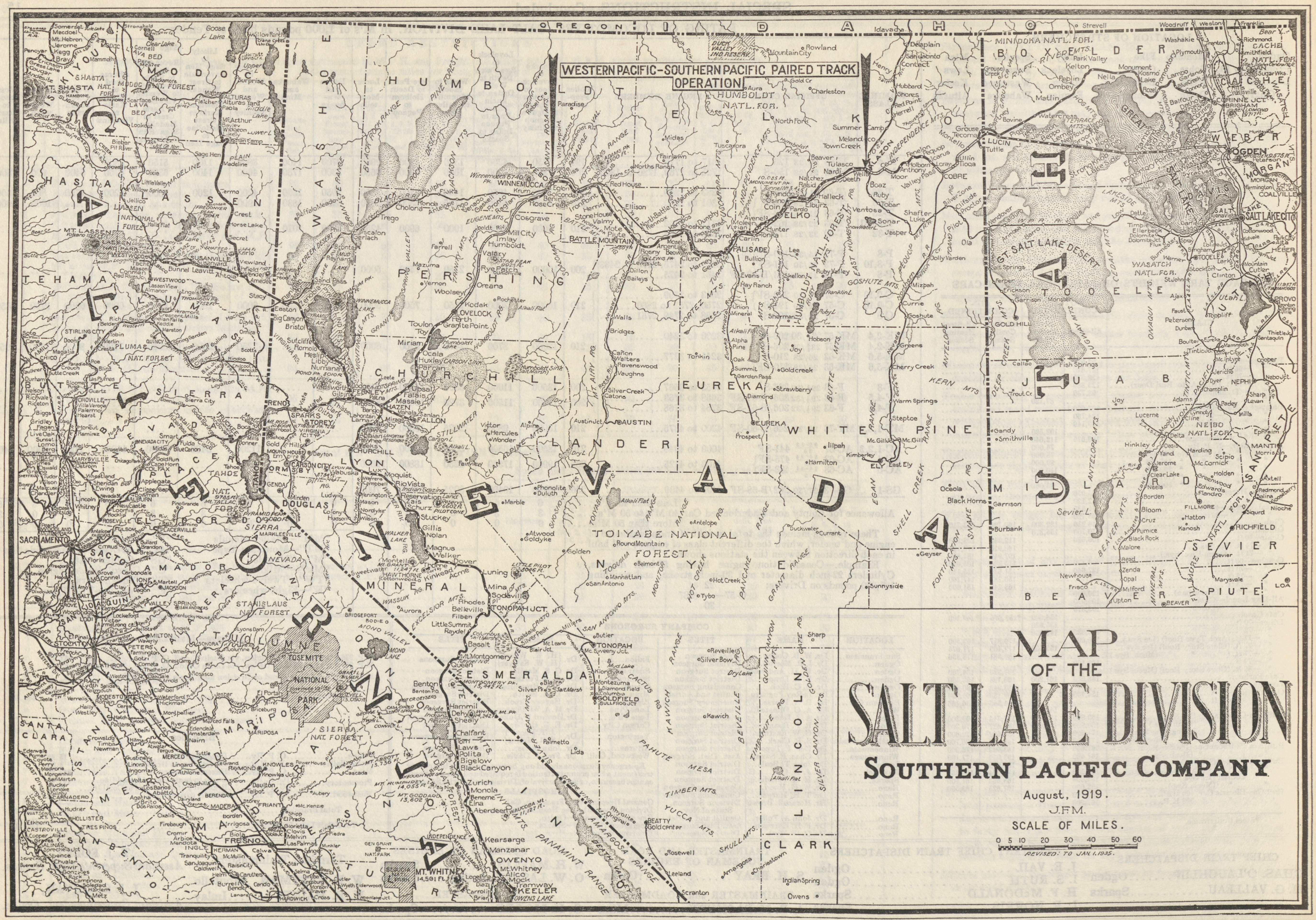
ROAD FOREMAN OF ENGINES
W. H. MARLIN ....Sparks
O. W. LASSEN, Acting ....Sparks

TRAINMASTER
G. H. MOORE ....Sparks

Terminal Trainmasters
W. E. EASTMAN ..Montello
H. R. HAINES ....Imlay

T. J. FOLEY,
Assistant Superintendent, Sparks.

J. J. SULLIVAN,
Assistant Superintendent, Ogden.


OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
SALT LAKE CITY
OGDEN
SACRAMENTO
RENO
SPARKS
WINNEMUCCA
ELKO
TONOPAH
GOLDFIELD
SCALE OF MILES.
0 5 10 20 30 40 50 60
REVISED: TO JAN. 1, 1935.

MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.